

Anderson, Saml. H. (601)

Balt May 23. /75-

May 24/75:

Wishes to know which
days are the Free days.



CORCORAN GALLERY OF ART,

WASHINGTON, D. C.

601
If it is not too much trouble
will you please be kind enough
to inform me, upon what days
admission to the Art Gallery is
free, and oblige —

(Yours Very) Respectfully

Sam^l. St. Anderson
Corner of Pine & Saratoga sts
Baltimore —

5/14/35
United States
POSTAL CARD

WRITE THE ADDRESS ONLY ON THIS SIDE-THE MESSAGE ON THE OTHER



Ans. of May 14/35
The Officer in charge of
the Corcoran Art Gallery
Washington D.C.

(602)

Cases,
Reproductions.


Bill of Lading
of three cases of Re-
productions per Steamer
Leipzig.



GOBGRAN GALLERY OF ART,

WASHINGTON, D. C.

AGENTS


$$\begin{array}{r} 158 \\ \hline 160 \end{array}$$

being marked and numbered as in the Margin, and are to be delivered in the like good order and well conditioned, at the aforesaid Port of **Baltimore** (The Act of God, Enemies, Pirates, Restraint of Princes and Rulers, Fire at Sea or on Shore, Accidents from Machinery, Boilers, Steam, or any other Accidents of the Seas, Rivers, and Steam Navigation, of whatever nature or kind soever excepted, with liberty, in the event of the said steamer putting back to **SOUTHAMPTON**, or into any other port, or otherwise being prevented from any cause from proceeding in the ordinary course of her voyage to tranship the goods by any other Steamer, and with liberty to sail with or without Pilots, and to tow and assist Vessels in all situations), unto

or to their Assigns, he or they paying Freight and Charges, as per margin at the current rate of exchange for Banker's bills, on the day of the Ship's arrival, in Cash, with primage and average accustomed. In Witness whereof the Master of the said Ship has affirmed to Three Bills of Lading, all of this Tenor and Date, the one of which Bills being accomplished the others to stand void.

Weight, Contents, and Value unknown, and not answerable for leakage, breakage, corruption, rust or torn wrappers and the wrong delivery of Goods caused by error or insignificance in the Marks or Numbers. The Goods to be taken from alongside by the consignee immediately the Vessel is ready to discharge, or otherwise they will be landed and deposited at the expense of the Consignee, and at his risk of fire, loss, or injury in the Warehouse provided for that purpose, on the Steam Ship Wharf, at Locust Point, or sent to the Public Store, as the Collector of the Port of Baltimore shall direct, and when deposited in the Warehouse to be subject to storage, the Collector of the Port being hereby authorized to grant a general order for discharge immediately after entry of the ship. The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewellery, Precious Stones, or Metals, Paintings and Statuary, unless Bills of Lading are signed therefor, and the value thereof therein expressed. Parcels for different consignees collected and made up in single packages, addressed to one party for delivery in America, for the purpose of receiving payment of freight, will upon examination in Baltimore by the Customs, be charged with the proper freight on each parcel.

The ship is not answerable for damage arising through insufficiency in strength of packages.

Freight on Pt. In.
56: 2
@ £45/- p Ton of 10 cubic feet

Primage

Charges in Southampton.....

Dated in Southampton, the 24 day of April 1873

For the Captain,

tain,
W. Bowyer

Walters H. J.

(603)

Balt. May 25/75

May 26/75.

Asks for certain photographs
The vessel has arrived
with the Casts, wishes the
amt paid on them. Will send
the Italian over.

Recd & Ansd
May 26/75.

Balt. 25th May

Dr. Barberin

Dear

Will you

please send me tomorrow
by Express 3 copies each
of the large photographs from
the six pictures Hart
Lrough (vestal) Brighton
Schreyer - Prior &
Elliot (Mr Coonan) -
if you have not 3 of each
ready send what you
have - I want to send
them to Europe where
I think they will do us

Good — sent also one
set of the small ones
sent me (stereoscopes) —

I am anxious they
should be sent tomorrow

The vessel has
arrived with the Cots
from Round — please send
me the amt of charges —
paid tomorrow as they
require it at the Cus
— Town House — The
vessel will not discharge
so that you will receive
them before some time

next week — when
they do go I will attend
to sending the Station
over —

Yours friend

W. J. Waller

Is your friend (J. G. H.) is
the one Mr. Waller wishes to know
Yes — send the draft for
inspection and ask its return
all

Reid. Wm J.
Springhurst. Hunts Point
Morrisania N.

May 24.

May 27/75.

604

With regard to the pic-
-ture of the late Capt.
Reid. by Jarvis. price \$1200.

Passed over until the Com-
-mittee have an opportunity
of examining the picture. It
will be in the June 12/75

607

A COLLECTION
OF
SUNDRY PUBLICATIONS,
AND OTHER DOCUMENTS,
IN RELATION TO THE ATTACK MADE DURING THE LATE WAR
UPON THE PRIVATE ARMED BRIG
GENERAL ARMSTRONG
OF NEW-YORK,
COMMANDED BY S. C. REID,
ON THE NIGHT OF THE 26th OF SEPTEMBER, 1814,
AT THE ISLAND OF FAYAL,
BY HIS BRITANNIC MAJESTY'S SHIPS PLANTAGENET SEVENTY-FOUR,
ROTA FRIGATE, AND CARNATION SLOOP OF WAR.

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ROTA FRIGATE, AND CARNATION SLOOP OF WAR.

NEW-YORK:
PRINTED BY JOHN GRAY, 110 FULTON-STREET
—
1833.

REMARKS.

It may not be amiss to bring to the recollection of the reader, circumstances showing the influence which the action of the Armstrong at Fayal, had on the movements, and final success of General Jackson at New-Orleans, although Jackson and Reid were neither of them conscious of it at the time.

The action with the Armstrong, commanded by Capt. Reid, was on the 26th, of Sept. 1814. The fleet commanded by Admiral Cochrane and destined for the expedition against New-Orleans, was at that moment waiting at Jamaica for the Squadron commanded by Capt. Lloyd, which had been dispatched from England with orders to join the fleet at Jamaica, with all convenient speed. Capt. Lloyd however, with an honest zeal for his Britannic Majesty's service, on being informed of the fact, that the Gen. Armstrong was then actually lying in the harbour of Fayal, very naturally concluded that such a vessel might be useful to the expedition of which he was to compose a part ; and ordered the immediate capture of this Rebellious Yankee vessel. The attack was accordingly made—the result of which appears in the following pages.

When Lloyd arrived at Jamaica, and it was told to the Admiral and to General Packenham, what had befallen him, that he had sustained a loss of about 200 of his best men, and had in consequence been detained at Fayal above ten days, they were exceedingly indignant ; and loaded Lloyd with bitter reproaches.

To show more clearly the influence of Captain Reid's action upon the expedition intended for New-Orleans, it is necessary to notice the following dates.

Cochrane's fleet arrived off New-Orleans on the 5th of December, and General Jackson arrived at the City on the 10th of the same month.

Now it is manifest that if Cochrane and Lloyd had arrived 10 days sooner, (say 25th, Nov.) the British army might have marched into and taken possession of New Orleans, before the American forces could by any possibility have arrived.

DOCUMENTS, &c.

Letter from the American Consul to Captain Reid.

You have performed a most brilliant action in beating off Fourteen Boats of the British ships, in this Road! They say they will carry the Brig, cost what it will, and that the Brig will haul in to attack you at the same time the boats do. My dear fellow do not uselessly expose yourself if attacked *by an overwhelming force*, but scuttle the Brig near the beach and come on shore with your brave crew.

Yours truly,

J. B. DABNEY.

*Two o'Clock, Tuesday Morning,
Sept. 27 1814.*

Savannah, Nov. 26, 1814.

DESTRUCTION OF THE GEN. ARMSTRONG.

Arrived here, on Thursday evening last, from Fayal, via Amelia, fourteen of the crew of the privateer Gen. Armstrong, Capt. Reid, who report, that 18 days after leaving New-York they put into Fayal; that about 2 hours after coming to anchor, the British brig Carnation of 18 guns, came in and anchored within gun-shot of the Armstrong, and immediately manned three of her

barges, at which time the Rota frigate and Plantagenet 74 also stood into port. When the brig's boats came within hail, Capt. R. ordered them to keep off—they, however, continued pulling for the A. when the boats were fired into from her, which killed 8 or 10 of the enemy. The 74 and frigate perceiving this, forthwith manned 16 barges, with about 450 men; the G. A. then cut her cables, and warped in directly under the guns of the fort. Between 11 and 12 o'clock at night, the whole number of barges were discovered from the Armstrong, within pistol shot, when at the moment, they were about dividing into four divisions, a broadside from the long tom and 3 long 9's were fired into them, which put the enemy into much confusion, killing the 1st lieut. of the frigate, who commanded the barges, and many others. The whole of the barges then came under the Armstrong's bow, keeping up a continual fire, which was returned from on board with great spirit. Several attempts were made to board the Armstrong, but were repulsed, with great destruction to the enemy. The barges finding that they could not carry her, hauled off until morning, when they renewed the attack, the brig in company. The G. A. commenced with a brisk fire on the brig and barges, and continued it for some time; but finding the force of the enemy was too great, and seeing no hopes of saving the ship, Capt. Reid gave orders to cut away the masts and rigging, and to fire three nine pounders, through her bottom. This was promptly executed, when the crew then abandoned her, and arrived safe on shore. Thus fell the Armstrong into the hands of the British, after a resistance worthy the cause which animated her gallant officers and crew. The enemy, on taking possession of the Armstrong, finding her so much injured and in a sinking condition, set her on fire. The G. A. had killed, A. O. Williams, 1 seamen, and 7 wounded. Loss of the enemy, 160 killed, and 150 wounded, as acknowledged by them—the number, however, supposed to be greater.

The Armstrong's force was 6 long 9's and a 42 pounder midships, with a complement of 90 men.

The commandant at Fayal despatched a boat to the enemy, forbidding an attack on the Gen. Armstrong. The answer returned, was, that if he attempted to protect her, they would fire on the town.

Capt. Reid is expected in town from St. Mary's, when we shall, no doubt, have a further and more particular account of this affair.

Copy of a letter from our Consul at Fayal to the Secretary of State.

FAYAL, 5th October, 1814.

Sir—I have the honour, to state to you that a most outrageous violation of the neutrality of this port, in utter contempt of the laws of civilized nations, has recently been committed here by the commanders of his Britannic majesty's ships Plantagenet, Rota and Carnation, against the American private armed brig General Armstrong, Sam. C. Reid commander, but I have great satisfaction in being able to add, that this occurrence terminated in one of the most brilliant actions on the part of Captain Reid, his brave officers and crew, that can be found on naval record.

The American brig came to anchor in this port in the afternoon of the 26th of September, and at sunset of the same day, the above named ships suddenly appeared in these roads; it being nearly calm in the port, it was rather doubtful if the privateer could escape if she got under way, and relying on the justice and good faith of the British captains it was deemed most prudent to remain at anchor.—A little after dusk Captain Reid, seeing some suspicious movements on the part of the British, began to warp his vessel close under the guns of the castle, and while doing so, he was at about eight o'clock, P. M. approached by four boats from the ships filled with armed men. After hailing them repeatedly and warning them to keep off, he order-

ed his men to fire on them, and killed and wounded several men. The boats returned the fire and killed one man and wounded the first Lieutenant of the privateer, and returned to their ships, and, as it was now light moonlight, it was plainly perceived from the brig as well as from the shore, that a formidable attack was premeditating. Soon after midnight, twelve or more large boats crowded with men from the ships and armed with carronades, swivels and blunderbusses, small arms, &c. attacked the brig; a severe contest ensued which lasted about forty minutes, and ended in the total defeat and partial destruction of the boats, with a most unparalleled carnage on the part of the British. It is estimated by good judges that near 400 men were in the boats when the attack commenced, and no doubt exists in the minds of the numerous spectators of the scene that more than half of them were killed or wounded; several boats were destroyed; two of them remained alongside of the brig literally loaded with their own dead. From these two boats only 17 reached the shore alive; most of them were severely wounded. The whole of the following day the British were occupied in burying their dead; among them were two lieuts. and one midshipman of the Rota—the first lieut. of the Plantagenet, it is said, cannot survive his wounds, and many of the seamen who reached their ships were mortally wounded, and have been dying daily.—The British, mortified at this signal and unexpected defeat, endeavour to conceal the extent of the loss; they admit however that they lost in killed and who have died since the engagement, upwards of 120 of the flower of their officers and men. The captain of the Rota told me he lost 70 men from his ship. Two days after this affair took place the British sloops of war *Thais* and *Calypso* came into port, when Capt. Lloyd immediately took them into requisition to carry home the wounded officers and seamen—they have sailed for England, one on the 2d and the other on the 4th inst. each carried 25 badly wounded. Those who were slightly wounded, to the number, as I am in-

formed, of about 30, remained on board of their respective ships, and sailed last evening for Jamaica. Strict orders were given that the sloops of war should take no letters whatever to England, and those orders were rigidly adhered to.

In face of the testimony of all Fayal and a number of respectable strangers who happened to be in this place at the moment, the British commander endeavours to throw the odium of this transaction on the American captain, Reid, alleging that he sent the boats merely to reconnoitre the brig, and without any hostile intentions. The pilots of the port did inform them of the privateer the moment they entered the port. To reconnoitre an enemy's vessel in a friendly port, at night, with four boats, carrying by the best accounts 120 men is certainly a strange proceeding! The fact is, they expected as the brig was warping in, that the Americans would not be prepared to receive them, and they had hopes of carrying her by a "coup de main." If any thing could add to the baseness of this transaction on the part of the British commander, it is want of candour openly and boldly to avow the facts. In vain can he expect by such subterfuge to shield himself from the indignation of the world and the merited resentment of his own government and nation for thus trampling on the sovereignty of their most ancient and faithful ally and for the wanton sacrifice of British lives.

On the part of the Americans the loss was comparatively nothing, two killed and seven slightly wounded; of the slain, we have to lament the loss of the second Lieut. Mr. Alexander O. Williams of New-York, a brave and meritorious officer.

Among the wounded are Messrs. Worth and Johnston, first and third Lieutenants; Capt. Reid was thus deprived, early in the action, of the services of all his Lieutenants; but his cool and intrepid conduct secured him the victory.

On the morning of the 27th ult. one of the British ships placed herself near the shore and commenced a heavy cannonade on the privateer. Finding further

resistance unavailing, Capt. Reid ordered her to be abandoned, after being partially destroyed, to prevent her falling into the hands of the enemy, who soon after sent their boats and set her on fire.

At 9 o'clock in the evening, (soon after the first attack) I applied to the Governor requesting his Excellency to protect the privateer either by force or by such remonstrance to the commander of the squadron as would cause him to desist from any further attempt. The Governor indignant at what had passed, but feeling himself totally unable, with the slender means he possessed, to resist such a force, took the part of remonstrating, which he did in forcible but respectful terms. His letter to Captain Lloyd had no other effect than to produce a menacing reply, insulting in the highest degree. Nothing can exceed the indignation of the public authorities, as well as of all ranks and description of persons here, at this unprovoked enormity. Such was the rage of the British to destroy this vessel, that no regard was paid to the safety of the town; some of the inhabitants were wounded and a number of houses were much damaged. The strongest representations on this subject are prepared by the Governor for his court.

Since this affair the commander, Lloyd, threatened to send on shore an armed force and arrest the privateer's crew, saying there were many Englishmen among them, and our poor fellows afraid of his vengeance have fled to the mountains several times and have been harassed extremely. At length Captain Lloyd fearful of losing more men if he put his threats in execution, adopted this stratagem; he addressed an official letter to the Governor, stating that in the American crew were two men who deserted from his squadron in America, and as they were guilty of high treason, he required them to be found and given up. Accordingly a force was sent into the country, and the American seamen were arrested and brought to town, and as they could not designate the said pretended deserters, all the seamen here passed an examination of the British offi-

cers, but no such persons were to be found among them. I was requested by the Governor and British Consul to attend this humiliating examination, as was also Captain Reid; but we declined to sanction by our presence any such proceedings.

Capt. Reid has protested against the British commanders of the squadron for the unwarrantable destruction of his vessel in a neutral and friendly port, as also against the government of Portugal for their inability to protect him.

No doubt this government will feel themselves bound to make ample indemnification to the owners, officers and crew of this vessel, for the great loss they have severally sustained.

I shall as early as possible transmit a statement of this transaction to our Minister at Rio Janerio for this government.

I have the honour to be, with great respect, sir, your most obedient servant.

JOHN B. DABNEY.

*To the Secretary of State of U. S.
Washington.*

We this day present our readers with a copy of the gallant Capt. Reid's Letter, detailing his late complete victory over the enemy, in the harbour of the neutral port of Fayal, in their late attack upon the private armed brig General Armstrong, of this port.

We have also been favoured with Capt. Reid's protest, made before our Consul, Mr. Dabney, at Fayal, setting forth the gross violation by the British of the neutrality of Fayal. The protest is long, and will be published in our next.

Under the Savannah head, our readers are referred to the British account of their attack upon the General Armstrong, copied from a Jamaica paper.—*Merc. Adv. New-York, December 15, 1814.*

The following is Captain Reid's account of his Re-

contre with the British at Fayal, and is communicated to the editors of the *Mercantile Advertiser* for publication :—

Fayal, 4th October, 1814.

With infinite regret I am constrained to say it has eventually fallen to my lot to state to you the loss and total destruction of the private armed brig Gen. Armstrong, late under my command.

We sailed from Sandy Hook on the evening of the 9th ult. and about midnight fell in close aboard of a razee and ship of the line. They pursued till next day noon, when they thought proper to give over chase. On the 11th, after a nine hour's chase, boarded the private armed schr. Perry, John Colman, 6 days from Philadelphia; had thrown over all his guns. On the following day fell in with an enemy's gun brig; exchanged a few shots with, and left him. On the 24th, boarded a Spanish brig and schooner, and a Portuguese ship, all from the Havanna. On the 26th following, came too in Fayal Roads, for the purpose of filling water; called on the American Consul, who very politely ordered our water immediately sent off, it being our intention to proceed to sea early the next day. At 5 P. M. I went on board, the consul and some other gentlemen in company. I asked some questions concerning enemy's cruisers, and was told there had been none at these Islands for several weeks; when about dusk, while we were conversing the British brig *Carnation* suddenly hove in sight close under the N. E. head of the harbour, within gunshot when first discovered. The idea of getting under way was instantly suggested; but finding the enemy's brig had the advantage of a breeze and but little wind with us, it was thought doubtful if we should be able to get to sea without hazarding an action. I questioned the Consul to know if in his opinion the enemy would regard the neutrality of the port? He gave me to understand I might make myself perfectly easy, assuring me at the same time they would never molest us while at anchor. But no sooner

did the enemy's brig understand from the pilot-boat who we were, when she immediately hauled close in and let go her anchor within pistol shot of us. At the same moment the *Plantagenet*, and frigate *Rota*, hove in sight, to whom the *Carnation* instantly made signal, and a constant interchange took place for some time. The result was the *Carnation* proceeded to throw out all her boats; despatched one on board the commodore, and appeared otherwise to be making unusual exertions. From these circumstances I began to suspect their real intentions. The moon was near its full, which enabled us to observe them very minutely; and I now determined to haul in nearer the shore. Accordingly, after clearing for action we got under way, and began to sweep in. The moment this was observed by the enemy's brig, she instantly cut her cable, made sail, and despatched four boats in pursuit of us. Being now about 8 P. M. as soon as we saw the boats approaching, we let go our anchor, got springs on our cable, and prepared to receive them. I hailed them repeatedly as they drew near, but they felt no inclination to reply. Sure of their game, they only pulled up with the greater speed. I observed the boats were well manned, and apparently as well armed; and as soon as they had cleverly got alongside, we opened our fire, which was as soon returned; but meeting with rather a warmer reception than they had probably been aware of, they soon cried out for quarters, and hauled off. In this skirmish I had one man killed and my first lieutenant wounded. The enemy's loss must have been upwards of twenty killed and wounded.

They had now repaired to their ships to prepare for a more formidable attack. We, in the interim, having taken the hint, prepared to haul close in to the beach, where we moored head and stern within half pistol shot of the castle. This done, we again prepared in the best possible manner for their second reception. About 9 P. M. we observed the enemy's brig towing in a large fleet of boats. They soon after left the brig and took their stations in three divisions, under covert of a small reef of rocks, within about musket shot of us. Here they continued manœuvring for some time, the brig still

keeping under way to act with the boats, should we at any time attempt our escape.

The shore was lined with the inhabitants, waiting the expected attack; and from the brightness of the moon, they had a most favourable view of the scene. The governor, with most of the first people of the place, stood by and saw the whole affair.

At length about midnight, we observed the boats in motion, (our crew having laid at their quarters during the whole of this interval.) They came on in one direct line, keeping in close order; and we plainly counted twelve boats.—As soon as they came within proper distance we opened our fire, which was warmly returned from the enemy's carronades and small arms. The discharge from our Long Tom rather staggered them; but soon recovering, they gave three cheers, and came on most spiritedly. In a moment they succeeded in gaining our bow and starboard quarter, and the word was *Board*. Our great guns now becoming useless, we attacked them sword in hand, together with our pikes, pistols, and musketry, from which our lads poured on them a most destructive fire. The enemy made frequent and repeated attempts to gain our decks, but were repulsed at all times, and at all points, with the greatest slaughter.—About the middle of the action I received intelligence of the death of my second Lieutenant; and soon after of the third Lieutenant being badly wounded. From this and other causes, I found our fire had much slackened on the forecastle; and, fearful of the event, I instantly rallied the whole of our after division, who had been bravely defending and now had succeeded in beating the boats off the quarters.—They gave a shout, rushed forward, opened a fresh fire, and soon after decided the conflict, which terminated in the total defeat of the enemy, and the loss of many of their boats: two of which, belonging to the Rota, we took possession of, literally loaded with their own dead. Seventeen only escaped from them both, who had swam to the shore. In another boat under our quarter, commanded by one of the Lieutenants of the Plantagenet, all were killed saving four. This I have

from the Lieutenant himself, who further told me that he jumped overboard to save his own life.

The duration of this action was about 40 minutes. Our deck was now found in much confusion, our Long Tom dismounted, and several of our carriages broken; many of our crew having left the vessel, and others disabled. Under these circumstances, however, we succeeded in getting Long Tom in his birth, and the decks cleared in some sort for a fresh action, should the enemy attack us again before daylight.—About 3 A. M. I received a message from the American Consul, requesting to see me on shore, where he informed me the Governor had sent a note to Captain Lloyd, begging him to desist from further hostilities. To which Captain Lloyd sent for answer, that he was now determined to have the privateer at the risk of knocking down the whole town; and that if the Governor suffered the Americans to injure the privateer in any manner, he should consider the place an enemy's port, and treat it accordingly. Finding this to be the case, I considered all hopes of saving our vessel to be at an end. I therefore went on board, and ordered all our wounded and dead to be taken on shore, and the crew to save their effects as fast as possible.—Soon after this it became daylight, when the enemy's brig stood close in, and commenced a heavy fire on us with all her force. After several broadsides she hauled off, having received a shot in her hull, her rigging much cut, and her foretopmast wounded; (of this I was informed by the British Consul.) She soon after came in again, and anchored close to the privateer. I then ordered the Armstrong to be scuttled, to prevent the enemy from getting her off. She was soon after boarded by the enemy's boats, and set on fire, which soon completed her destruction.

They have destroyed a number of houses in the town, and murdered some of the inhabitants.

By what I have been able to learn from the British Consul and officers of the fleet, it appears there were about 400 officers and men in the last attack by the boats, of which 120 were killed and about 130 wounded.—Captain Lloyd, I am told by the British Consul,

is badly wounded in the leg; a jury of Surgeons had been held, who gave as their opinion that amputation would be necessary to insure his life. Tis said, however, that the wound was occasioned by an *Ox treading on him*. The fleet has remained here about a week, during which they have been principally employed in burying their dead, and taking care of their wounded.

Three days after the action they were joined by the ship *Thais* and brig *Calypso* (two sloops of war) who were immediately taken into requisition by Captain Lloyd, to take home the wounded men.—The *Calypso* sailed for England with part of the wounded, on the 2d instant, among whom was the first Lieutenant of the *Plantagenet*. The *Thais* sails this evening with the remainder. Capt. Lloyd's fleet, sailed to day, supposed for the West-Indies.

The loss on our part, I am happy to say is comparatively trifling; two killed and seven wounded. With regard to my officers in general I feel the greatest satisfaction in saying they one and all fought with the most determined bravery, and to whom I feel highly indebted for their officer-like conduct during the short period we were together; their exertions and bravery deserved a better fate.

I here insert for your inspection, a list of the killed and wounded.

KILLED.

Mr. Alexander O. Williams, 2d Lieut. by a musket ball in the forehead, died instantly; Burton Lloyd, Seaman, do. through the heart, do.

WOUNDED.

Fredk. A. Worth, 1st Lieut. in the right side.
Robert Johnson, 3d do. left knee,
Bazilla Hammond, Qr. Master, left arm,
John Piner, Seaman, knee,
Wm. Castle, do. arm,
Nicholas Scalsan, do. arm and leg,
John Harrison, do. hands and face, by the explosion of a gun.

It gives me much pleasure to announce to you that our wounded are all in a fair way of recovery, through the unremitted care and attention of our worthy surgeon.

Mr. Dabney, our Consul, is a gentleman possessing every feeling of humanity, and to whom the utmost gratitude is due from us for his great care of the sick and wounded, and his polite attention to my officers and myself.

Mr. Williams was a most deserving and promising officer. His country, in him, has lost one of its brightest ornaments; and his death must be sadly lamented by all who knew his worth.

Accompanied with this you will find a copy of my Protest, together with copies of letters written by Mr. Dabney to the governor of Fayal, our Minister at Rio Janeiro, and our Secretary of State. These letters will develop more fully the circumstances of this unfortunate affair.

We expect to sail to morrow in a Portuguese brig for Amelia Island, which takes the whole of our crew; till when, I remain gentleman, your very obedient humble servant.

SAM. C. REID.

PROTEST

Of Captain Reid, of the private armed brig General Armstrong, referred to in yesterday's Mercantile Advertiser.

CONSULATE OF FAYAL.

AZORES.

By this Public Instrument of Declaration and Protest, be it known unto all persons whom it doth or may concern. That on this present day, being the twenty-seventh day of September, eighteen hundred and fourteen, before me, JOHN B. DABNEY, Consul of the United States for the Azores, personally appeared,

Samuel C. Reid, Commander of the American armed brig General Armstrong, of New-York, of two hundred and forty-six tons, American measurement, &c. and on oath declared as follows, to wit: that he sailed in and with said brig, from the port of New-York, on the ninth day of September, last past, well found, staunch and strong, and manned with ninety officers and men, for a cruise; that nothing material happened on the passage to this Island, until the twenty-sixth instant, when she cast anchor in this port, soon after twelve o'clock at noon, with a view to get a supply of fresh water; that during the said afternoon his crew were employed in taking on board water—when about sunset of the same day, the British brig of war Carnation, Captain Bentham, appeared suddenly doubling round the north-east point of this port: she was immediately followed by the British ship Rota, of thirty-eight guns, Captain P. Somerville, and the seventy-four gun ship Plantagenet, Captain Robert Lloyd, which latter, it is understood, commanded the squadron. They all anchored about 7 o'clock P. M. and soon after some suspicious movements on their part, indicating an intention to violate the neutrality of the port, induced Captain Reid to order his brig to be warped in shore, close under the guns of the castle; that in the act of doing so, four boats approached his vessel, filled with armed men—Captain Reid repeatedly hailed them, and warned them to keep off, which they disregarding, he ordered his men to fire on them, which was done, and killed and wounded several men; the boats returned the fire, and killed one man, and wounded the first Lieutenant. They then fled to their ships and prepared for a second and more formidable attack; the American brig, in the mean time, was placed within half cable's length of the shore, and within half pistol shot of the castle. Soon after midnight, twelve, or as some state, fourteen boats, supposed to contain nearly four-hundred men, with small cannon, swivels, blunderbusses, and other arms, made a violent attack on said brig, when a severe conflict ensued, which lasted near forty minutes, and terminated

in the total defeat and partial destruction of the boats, with an immense slaughter on the part of the British.

The loss of the Americans in both actions was one lieutenant and one seaman killed, and two lieutenants and five seamen wounded. At day-break the brig Carnation was brought close in, and began a heavy cannonade on the American brig; when Captain Reid finding further resistance unavailing, abandoned the vessel, after partially destroying her, and soon after the British set her on fire. The said, Captain Reid, therefore, desires me to take his Protest, as he by these presents does most solemnly protest against the said Lloyd, commander of the said squadron, and against the other commanders of the British ships engaged in this infamous attack, on his said vessel, when lying in a neutral friendly port. And the said Captain Reid also protests against the Government of Portugal, for their inability to protect and defend the neutrality of this their port and harbour, as also against all, and every other state, or states, person or persons, whom it now doth or may concern, for all losses, costs, and damages, that have arisen, or may arise, to the owners, officers, and crew of the said Brig General Armstrong, in consequence of her destruction, and the defeat of her cruise, in the manner aforesaid.

All which is sworn to be truth by the said Samuel C. Reid, Frederick A. Worth, first lieutenant, Robert Johnson, third lieutenant, Benjamin Starks, sailing master, John Brosnahan, Surgeon, Robert E. Allen, captain of marines, Thomas Parsons, James Davis, Eliphalet Sheffield, and Peter Tyson, prize-masters of the said brig General Armstrong.

I, the undersigned, hereby certify that the foregoing instrument of protest is a true copy taken from the original, deposited in my consular office.
[SEAL] In testimony of which I have hereunto set my hand, and affixed my official seal, this twenty-seventh day of September, eighteen hundred and fourteen.

JOHN B. DABNEY.

Fayal, Oct. 15, 1814.

WM. COBBETT, Esq.—Sir, the American Brig privateer *General Armstrong*, of New-York, Captain Samuel C. Reid, of seven guns and ninety men, entered here on the 26th ult. about noon, seventeen days from that place, for the purpose of obtaining water. The Captain seeing nothing on the horizon, was induced to anchor. Before the elapse of many hours, his Majesty's brig *Carnation* came in and anchored near her. About six his Majesty's ship *Plantagenet*, of seventy-four guns, and the *Rota* frigate, came in and anchored also. The Captain of the privateer and his friends consulted the first authorities here about her security.—They all considered her perfectly secure, and that his Majesty's officers were too well acquainted with the respect due to a neutral port to molest her. But to the great surprise of every one, about nine in the evening, four boats were dispatched, armed and manned from his Majesty's ships, for the purpose of cutting her out. It being about full of moon, the night perfectly clear and calm, we could see every movement made. The boats approached with rapidity towards her, when, it appears the Captain of the privateer hailed them, and told them to keep off several times. They, notwithstanding, pushed on, and were in the act of boarding before any defence was made for the privateer. A warm contest ensued on both sides. The boats were finally dispersed with great loss.—The American, now calculating on a very superior force being sent, cut his cables, and rowed the privateer close in along side of the fort, within half cable's length, where he moored her, head and stern, with four lines. The Governor now sent a remonstrance to the Van Lloyd of the *Plantagenet* against such proceedings, and trusted that the privateer would not be further molested; she being in the dominions of Portugal, and under the guns of the castle, was entitled to Portuguese protection. Van Lloyd's answer was, that he was determined to destroy the vessel at the expense of all Fayal, and should any protection be given her by the fort, he would

not leave a house standing in the village. All the inhabitants were gathered about the walls, expecting a renewal of the attack. At midnight, fourteen launches were discovered to be coming in rotation for the purpose. When they got within clear, or gun shot, a tremendous and effectual discharge was made from the privateer which threw the boats into confusion. They now returned a spirited fire, but the privateer kept up so continual a discharge, it was almost impossible for the boats to make any progress. They finally succeeded, after immense loss, to get along side of her, and attempted to board at every quarter, cheered by the officers with a shout of no quarters, which we could distinctly hear, as well as their shrieks and cries. The termination was near about a total massacre. Three of the boats were sunk, and but one poor solitary officer escaped death in a boat that contained fifty souls; he was wounded. The Americans fought with great firmness. Some of the boats were left without a single man to row them; others with three and four. The most that any one returned with was about ten. Several boats floated on shore full of dead bodies. With great reluctance I state that they were manned with picked men, and commanded by the first, second, third, and fourth Lieutenants of the *Plantagenet*; first, second, third, and fourth ditto of the frigate, and the first officers of the brig; together with a great number of midshipmen.—Our whole force exceeded four hundred men.—But three officers escaped, two of which are wounded. This bloody and unfortunate contest lasted about forty minutes. After the boats gave out, nothing more was attempted till daylight the next morning, when the *Carnation* hauled in along side, and engaged her. The privateer still continued to make a most gallant defence. These veterans reminded me of Lawrence's dying words of the Chesapeake, "don't give up the ship."—The *Carnation* lost one of her top masts, and her yards were shot away; she was much cut up in rigging, and received several shot in her hull. This obliged her to haul off to repair, and to cease

fring.—The Americans now finding their principal gun (*long Tom*) and several others dismantled, deemed it folly to think of saving her against so superior a force; they therefore cut away her masts to the deck, blew a hole through her bottom, took out their small arms, clothing, &c. and went on shore. I discovered only two shot holes in the hull of the privateer, although much cut up in rigging. Two boat's crews were soon after dispatched from our vessels, which went on board, took out some provisions, and set her on fire. For three days after, we were employed in burying the dead that washed on shore in the surf. The number of British killed exceeds one hundred and twenty, and ninety wounded. The enemy to the surprise of mankind, lost only two killed and seven wounded.—We may well say "God deliver us from our enemies, if this is the way the Americans fight."—After burning the privateer, Van Lloyd made a demand of the governor to deliver up the Americans as his prisoners, which the governor refused. He threatened to send five hundred men on shore and take them by force. The Americans immediately retired, with their arms, to an old Gothic convent; knocked away the adjoining drawbridge, and determined to defend themselves to the last. The Van, however, thought better than to send his men. He then demanded two men, who, he said, deserted from his vessel when in America. The governor sent for the men, but found none of the description given.

Many houses received much injury on shore from the guns of the *Carnation*. A woman, sitting in the fourth story of her house, had her thigh shot off, and a boy had his arm broken. The American Consul here has made a demand on the Portuguese government for a hundred thousand dollars for the privateer, which our consul, Mr. Parkin, thinks in justice will be paid, and that they will claim on England. Mr. Parkin, Mr. Edward Bayley, and other English gentlemen, disapprove of the outrage and depredation committed by our vessels on this occasion. The vessel that was dispatched to England with the wounded, was not per-

mitted to take a single letter from any person. Being an eye-witness to this transaction, I have given you a correct statement as it occurred.

With respect, I am, &c.
H. K. F.

CITY OF WASHINGTON.

Saturday, Jan. 25, 1817.

CONGRESS.

We publish, this day, the report of the committee of the Senate on the petition of the owners of the private armed brig General Armstrong, claiming indemnity for the destruction of the said vessel in the port of Fayal by the British.

The report is unfavourable to the prayer of the petitioners, and the reasons set forth are just and conclusive. There is no fixed principle of law or equity under which the United States can be called upon to make good a loss sustained under the circumstances of the present case. In the attack and destruction of the General Armstrong, a flagrant violation of the neutrality of a port was committed, and the law of nations and usages of civilized powers unite in pointing out the correct and acknowledged course in obtaining indemnification and from the peculiar circumstances of this transaction, there is no doubt but the Portuguese government will, on prompt representations, make good all the loss sustained on this occasion, and although not a subject proper to be debated upon, we feel no doubt that the British government will also reimburse the Portuguese government for the assumption of this claim, brought on by the imprudent zeal and culpable conduct of her officers. It is, then, through the government of the United States that the owners of the General Armstrong must seek redress from Portugal, and there can be little hesitation in declaring that no efforts will be wanting to command justice.

The committee of the Senate would not permit themselves to report without paying a just tribute to the gallant efforts of Captain Reid and his little crew in repelling an attack made under such discouraging circumstances. It can never cease to be an object of astonishment and just pride to the nation; and the more that defence and its awful effects are examined the more securely we may rely on the skill and bravery of our officers and seamen. Captain Reid, we understand, is not interested in the General Armstrong, nor does he petition for indemnification or relief; he has, however, no less claims on the liberal consideration of his country.

CONGRESS.

The naval committee of the senate, to whom has been referred the memorial of Frederick Jenkins and Rensselaer Havens, in behalf of the owners, officers, and crew of the late private armed brig General Armstrong.

REPORT:

That the memorialists state, that on the 26th of September, in the year 1814, while the private armed brig General Armstrong was lying at anchor in the port of Fayal, she was attacked by a superior British force, and, after a brave resistance by her commander, Samuel C. Reid, and his valiant crew, was destroyed. They also state, that the vessel and armament cost forty-two thousand dollars, and pray that such relief, indemnity, or compensation may be extended to the owners, officers, and crew of the privateer, as, under the peculiar circumstances attending her destruction, may be deemed by congress just and equitable.

The committee are left to conjecture the grounds on which the memorialists rely for a remuneration or indemnity from their own government. It is presumed, however, that if the claim must be supported at all, on one of two grounds: *First*, because the vessel and ar-

mament were destroyed by the public enemy in a neutral port, and in violation of the laws of nations; or *Secondly*, because the brave and gallant defence of Captain Reid, his officers, and crew, entitle them to the bounty of the government.

The committee are unable to perceive, what rights of indemnity the citizens of the United States can acquire against their own government for losses sustained in consequence of the violated rights of a third party. It is the duty, no doubt, of all governments to extend to the person and property of the citizen all the protection in their power. It is the end of all governments to do so. It is the right of the citizen to make known his wrongs to his government, and it is the duty of the government to seek redress by such means as it may deem expedient. The neutrality of Portugal was grossly violated in the case of the private armed ship General Armstrong. It was the duty of that government to preserve her neutral character, and to protect the brig, and all on board, from any hostile attack while in her port. Either from want of ability or inclination it failed to do so; but can this failure to support its own rights, and perform its duty towards us, vest a right in an individual to come on his own government for indemnity on account of a pecuniary loss? The United States, it is believed, have done, or will do, what comports with their rights and their character. That indemnity from Portugal for the loss of this property, should be insisted on as an affair of State, is perhaps highly proper; but the committee cannot perceive how the weakness or the delinquency of Portugal can impose on the United States the duty of indemnifying the memorialists for the loss of the brig and her armament.

The committee believe that this opinion is in conformity with the practice of this government, and perhaps, of all governments. Antecedent to the year 1802, much property belonging to citizens of the United States, has been wrongfully seized by the cruisers of France. In no case, known to the committee, did this government indemnify its citizens from its own trea-

surey. Indemnity was sought from France by negotiation, and obtained in the Louisiana convention. Citizens of the United States at this moment, have claims to a vast amount against the governments of France, Spain and Naples, for property seized in violation of all right. On principle, all these claimants have the same right to demand indemnity from their own government as the memorialists in the present case; for, in principle, the committee can see no distinction between a private armed ship and a merchant ship; nor between property captured and converted to the use of the captors, and property destroyed by a third party omitting to do its duty.

If this is a mere appeal to the liberality of congress; if the memorialists rely for the success of their application on the bravery, gallantry, and good conduct of Captain Reid, his officers and crew, in the defence of the vessel, then the committee are sensible that a stronger case of the kind could not present itself. The stubborn bravery, the cool intrepidity, and presence of mind displayed by Captain Reid, and his associates, in the defence of the ship, was perhaps, never equalled, certainly never surpassed, by any private armed vessel in the annals of naval warfare. It has excited the admiration of the nation, and cannot fail to immortalize those concerned. If actions like this are to be rewarded with money, too much could not be given; but government is but the trustee of the nation, and is bound, deliberately to examine into the principle on which the treasure of the nation is bestowed, and the extent of the precedent which is set in bestowing it. It is unknown to the committee that congress, as yet, has ever dispensed its bounty, or in any way bestowed a gratuity for any achievement, except to its own peculiar force; nor in any case except there was victory. The committee are of opinion that it would be inexpedient to do so. It would open the treasury to a class of cases, arising out of the last war, which would be extensive and erroneous. The effect of such a measure must be counted on, for they would be felt in all future wars.

The case of the Essex, attacked also in a neutral situation, is a strong one. The defence there too was valiant, persevering, and highly honourable to all on board, as well as to the nation, yet Congress has done nothing; for the essential quality of victory was wanting to the transaction. The committee, therefore, in whatever aspect they view the application of the memorialists, are of opinion, that it would be unsafe and inexpedient to grant it, and recommend the following resolution:

Resolved, That the committee on naval affairs be discharged from the further consideration of the memorial of Frederick Jenkins and Rensselaer Havens.

HERO OF FAYAL.

In the present state of affairs, both foreign and domestic, we know not how we can better discharge our duty to the readers of the Chronicle than by publishing the following documents, relative to the brilliant affair at Fayal, when Captain Samuel C. Reid so nobly defended the privateer General Armstrong, against a very superior force. Comment is unnecessary.

REPORT.

Of the Committee on Naval Affairs, on the petition of Capt. Samuel C. Reid, accompanied with a bill authorizing a sum of money to be distributed among the officers and crew of the late private armed brig the Gen. Armstrong.

March 4, 1818.

Read, and with the Bill committed to a committee of the whole House on Monday next.

The Committee on Naval Affairs, to whom was referred the petition of Samuel C. Reid, captain of the late private armed brig, the Gen. Armstrong, on behalf of himself, the officers and crew of the said brig,

REPORT :

It appears from the petition, and other documents, that the circumstances which gave rise to the application, were in substance the following. Captain Reid, in the private armed brig, the General Armstrong, of seven guns and ninety men, left the port of New-York, on a cruise, early in September, 1814; on the 26th of the same month they came to anchor in the port of Fayal, one of the Azores or Western Islands, belonging to the crown of Portugal; in the evening of the same day, a British squadron, consisting of the Plantagenet of 74, the Rota of 44, and the Carnation of 18 guns, under the command of Captain Lloyd, anchored in the same port; during the night, which was entirely clear, the moon near or at the full and shining brightly, which enabled the Americans to examine accurately, and observe distinctly the movements of the enemy; four boats full of armed men were observed to be approaching the Armstrong, from the smallest of their vessels which lay near; Captain Reid hailed them repeatedly to know what were their views; no answer being returned, and the boats continuing to approach, orders were given to fire upon them, which were instantly obeyed with destructive effect, and after a short contest the boats retreated to their ships. It was soon discovered that the enemy were making preparations to renew the attack, which was commenced about midnight, with twelve or fourteen boats, containing as was supposed about 400 men completely armed and prepared. After a most obstinate, and on the part of the enemy bloody contest, which lasted about forty minutes, they were entirely frustrated in their attempts to carry the brig, and again retreated to their ships. In this second contest several of the enemy's boats were destroyed, and two of them taken possession of by the crew of the Armstrong, literally filled with dead. After the second retreat of the enemy, the greatest exertions were used by the Americans to prepare their vessel for action in case of another attack. About this time, Capt. Reid received a note from Mr. Dabney, the

American consul, requesting to see him on shore; when he repaired thither, the consul informed him that the Portuguese governor had addressed a note to the commander of the British squadron, protesting against his violating the neutrality of the port, and requiring him to cease from further outrage on those whom it was his duty to protect. To this note captain Lloyd returned a menacing reply, that he would take the Armstrong at every hazard, and if she was injured by her crew he would consider the place as an enemy's port, and treat it accordingly. During the last action with the boats, the Armstrong lay within pistol shot of the castle. Captain Reid then returned on board his vessel, and about day-break a cannonade was commenced from one of the enemy's vessels on the Armstrong. Thus situated, finding the enemy determined to persevere in their outrage, and from the immense superiority of their force, knowing it would be impossible to save his vessel, Captain Reid having due regard for the safety of his comrades who had so nobly supported him, determined to scuttle her and leave her; this he did, when she was immediately set on fire by the enemy and destroyed. In these several contests, from good information, there is reason to believe the loss of the enemy at a moderate calculation, amounted at least to 250 men in killed and wounded; that of the Americans was two killed and seven wounded. The petition further states, that this British squadron was on its way to the West Indies to join the force destined to make an attack on New Orleans; that in consequence of the injury which they sustained, their junction was so much retarded, and the expedition so much delayed, that the Americans had time to prepare for the defence of that place, which, but for this circumstance, could probably not have been effected. The petition concludes with a prayer that Congress would bestow something on those who so gallantly defended the American flag, under circumstances so hopeless; and who in the contest lost nearly the whole of their little all.

This case has engaged much of the attention of the

committee. They do not believe that the annals of our government furnish a precedent of rewards bestowed on men situated as were the crew of the Armstrong, not in the public service. They are fully aware also of the weight attached, and justly attached to precedents which have been settled on due consideration; it would therefore, be with much reluctance that they would consent to establish one, to which an appeal might be made in future cases somewhat analogous in principle. But on mature reflection, apprehensions from the precedent which may be established by this case, are much diminished. *It will not be going too far, in the opinion of the committee, to say that among all the achievements* which embellish the annals of the late war there was *not one* which surpassed that now under consideration. A few brave men in the middle of the Atlantic Ocean, who had no personal interest in the preservation of the vessel they defended, and the mere preservation of which without a miracle, must have been impracticable, could have been actuated by nothing short of the noblest motives which impel men to the achievement of valiant deeds; those motives could have been only their own honour and the glory of the flag under which they fought. They knew well the high value which was placed by their country on the rising reputation of their infant navy; they knew it was all important that that reputation should be sustained by Americans in whatever situation they might be placed; and impelled by these generous motives, and these alone, they hazarded every thing to accomplish their object. They succeeded; and though after two complete victories, the second gained under circumstances of the greatest inequality, they were ultimately obliged to yield to a superior force, yet the honor of the flag was supported, and the American character raised to an elevation calculated to produce the most beneficial effects. Should this Congress bestow on these gallant men some mark of their bounty, the committee think it would be well bestowed; and should it have the effect of producing similar exertions

in future wars, and this precedent be pleaded in support of similar applications, they do not believe the country will have cause to regret the application of a small sum to a purpose so beneficial. --From all the circumstances of the case, the committee recommended to the House, the passage of a bill herewith reported, to divide among the officers and crew of the Armstrong the sum of ten thousand dollars.

To the honourable the Congress of the United States, in Senate and House of Representatives convened:
The memorial of Samuel C. Reid, late commander of the private armed brig General Armstrong, on behalf of the officers and crew of the said vessel,

Respectfully Sheweth:

That on the 26th September, 1814, the said vessel being at anchor in the port of Fayal, and having on board a crew of ninety men, and seven guns, was attacked by a superior force under the command of Commodore Lloyd, and that the said vessel was finally burnt and destroyed.

For the details of that action, your memorialist refers to the letter of John B. Dabney, Esqr. then consul for the United States at Fayal, to the Secretary of State, dated 5th October, 1814.

It would not become your memorialist to speak of the merit (if any there was) of the officers and crew of the Armstrong in that action. He may nevertheless, be allowed to state as a fact, that the squadron with which they engaged, was a part of that armament which was destined to make the descent upon New-Orleans, and that the injury sustained by this squadron in the action above mentioned, delayed for a time its junction with the fleet then in the West Indies, and thus retarded the progress of the expedition, which gave time to the brave Jackson to collect and arrange his forces.

The officers and crew of the *Armstrong* do not arrogate to themselves any personal merit, by reason of events and consequences which they could not have foreseen. Yet, if by the faithful discharge of their duty as citizens, they have, under Providence, been the instruments in effecting a great public good, they may hope thence to derive a fairer claim to the notice of their government.

Your memorialist, on behalf of the said officers and crew, begs leave further to observe, that when they were attacked by a force so vastly superior, and when there was no longer a hope of successful resistance or of the preservation of the vessel, they would have been justified to the owners, and would have perhaps escaped the reproaches of their fellow citizens if they had abandoned their vessel, and sought only their personal safety. But they owed a duty to their country, and it was this impulse alone that could induce them to make such a resistance at the expense of their lives and property, no other object being in view; and they do hope, therefore, that their case may not be confounded with that of those who may have fought bravely from the mere prospect of gain.

The officers and crew of the *Armstrong* had not the advantages of being in the immediate employ, nor of enjoying the pay and emolument of government; yet they have been led to presume that a service rendered to their country is not the less meritorious for having been performed without the obligation of *contract*, or previous stipulation for reward.

It may be true that valiant deeds are not to be rewarded with money, yet the practice of our own government, and that of every civilized nation in the old world, testifies their opinion, that sound policy requires, that the citizens or subjects who perform such deeds as attract the notice of government, should not want the means of decent support; and congress have deigned to bestow and our naval heroes have not disdained to receive pecuniary reward for services they may have rendered their country in the destruction of men and ships of the enemy,

It is with great reluctance and hesitation, that your memorialist, the said Samuel C. Reid, claims the attention of Congress; for himself, he should have been for ever silent, but he can no longer resist the importunities of those who were his associates in that action, nor be longer a passive witness to their poverty and distress, some of whom feel the smart of their wounds to this day.

The said officers and crew having lost most of their baggage and other necessities, and having also suffered great privations and distress, arrived in the United States about the close of the war, and owing to the embarrassments of commerce and navigation, have been unable by any exertions to procure for themselves and families bare subsistence; whence, far the greater part of them and their families, are now actually suffering from want.

Your memorialist hath been led to believe that it would not be deemed honourable to the nation or its government, that those whom the journals of Congress have thought proper to eulogise, should exist but in misery and distress in the bosom of their own country.

SAMUEL C. REID.

HIGH TRIBUTE TO HEROIC BRAVERY.

Captain Reid, of the General *Armstrong*, privateer, which was so treacherously destroyed by the enemy in the Neutral Port of Fayal, arriving in this city, on his way from Savannah to New-York, some of the members of the Virginia Legislature, now in session, who had been charmed by the gallantry of an achievement, which is not inferior to any of the numerous feats performed upon the seas during the present war, wished to avail themselves of this opportunity of testifying to the gallant stranger, the deep sentiments of esteem which they had conceived for the intrepidity of his character and his crew. They expressed their wishes on the subject to Captain Reid, on Wednesday night, and begged the

honour of his company to dinner on the next day. Captain Reid politely consented to stay, and accepted the invitation. Though the time was so short, yet the impulse was irresistible.—It drew a most brilliant and respectable company of the members of both houses of the Legislature and the citizens of this place, to an excellent dinner provided by Mr. Brooks at the Eagle Tavern.—The scene was graced with the company of the Governor, members of the Executive Council, judges of the Superior Court, of Captain Reid in uniform and his companion, Mr. Blanchard.—The company met to enjoy themselves, and nothing could occur to mar the harmony of the scene or arrest the “flow of soul.” This was the first opportunity which our citizens or the individual Members of the Legislature have enjoyed during the present war of manifesting, in any public way, their personal respect for the heroes who have won the applause of the world. It was not wonderful, therefore, that our feelings should come forth, fresh, warm and full of enthusiasm. The electric fire of patriotism spread from bosom to bosom; and while the toast and song of sentiment went round, every generous heart caught the inspiration, and every lip gave it utterance.

MR. STEVENSON, (the Speaker of the House of Delegates,) acted as President—and Mr. WIRT as Vice-President—After the cloth was removed, the following Toasts were drank:

1. The People, the purest fountain of political power.
2. The Union of these States; the ark of our covenant—May the hand that touches it wither in the dust.
3. The President and the Congress of the United States—May the spirit of our fathers descend to guide their councils.
4. The memory of Washington, the Father of his Country, and the wonder of the world.
5. The heroes of the Revolution, who died for the Liberties of America.—May their glory never be enhanced by the degeneracy of their sons.

6. The heroes of the present war, who have sealed their devotion to their country by their blood—when gratitude has paid the pious tribute of its tears, memory shall crown each name with unfading laurel.

7. The Navy—whose lightning has struck down the “meteor flag of England”—They have conquered those who had conquered the world.

8. The private cruisers of the United States—whose intrepidity has pierced the enemy’s Channels, and *bearded the Lion in his Den*.

9. The army of the Niagara—the rivals of our tars—Their gallant deeds will live to endless ages, in the records of time.

10. Brown, Scott, Gaines, and Porter—Chippewa, Bridgewater, Plattsburg and Erie, are the deathless monuments of their fame.

11. Barney, Boyle and their compatriots, who have ploughed the seas in search of the enemy, and hurled retaliation upon his head.

13. The Port of Fayal—whose waves have been stained by a violation of neutrality—May the Prince Regent of Portugal remember what is due to himself.

14. Our Ministers at Ghent—who breathe the spirit of their country—*war*, in preference to the slightest sacrifice of our honour.

15. Foreign Nations—let us hold them as did our fathers of old—“*Enemies* in war, in peace, friends.”

16. *Legislators!* may the people abandon those who sacrifice the safety of their country to the shadow of popularity.

On the Governor’s retiring,

18. W. C. Nicholas, Governor of Virginia.—The firm patriot and inflexible republican.

VOLUNTEERS:

By Captain Reid—Commodore Perry, the Conqueror of Lake Erie—Commodore Macdonough, the Conqueror of Lake Champlain—May it not be long, ere Commodore Chauncey is Conqueror of Lake Ontario.

By Mr. Blanchard.—The memory of Commodore Preble, whose discipline laid the corner-stone of the Pillar of Naval Glory now erecting.

By the Vice-President.—The memory of the General Armstrong; she has "graced her fall and made her ruin glorious."

By Judge Cabell.—*The Spirit of our Forefathers:* displayed in concert and energy of action; not wasted in endless and fruitless discussion.

By Judge Brockenbrough.—*Neutral Ports,*—when ever the Tyrants of the Ocean dare to invade these sanctuaries, may they meet with an 'Essex' and an 'Armstrong.'

By General Cocke.—American, Tars—their achievements form an era in the naval annals of the world; may their brother soldiers emulate their deeds of everlasting renown.

On Captain Reid's retiring:

By the President.—Captain Reid—His valour has shed a blaze of renown upon the character of our seamen, and won for himself a laurel of eternal bloom.

By Mr. Little of N. C.—The Patriotism of the Ancient Dominion of Virginia; that never flags in peace or in war.

By Mr. Wm. Watkins of the H. of D.—The People, more ready to pay Taxes, than the constituted authorities to impose them.

By Mr. Charles F. Mercer of the same.—The Navy—Our shield and our sword.

By Mr. T. Ritchie.—*The Congress of the U. S.*—Whatever be the apathy or imbecility that reigns over their councils, let us never despair of the Republic.

By Mr. James Robertson (of the H. of D.).—*The Convention at Hartford.*—If it be pregnant with any thing National, may its deliberations eventuate in abortion.

By Mr. Barbour (of the H. of D.).—The Defence Bill—Decision in the council and energy in the field.

By Mr. Joseph C. Cabell, of the Senate.—The Congress at Vienna, and the Dispatches from our Minister,

at Ghent, notwithstanding—The best foundation for Peace is vigorous preparation for War.

By Mr. Wm. Selden of the H. of D.—The Old Dominion—long may she be like Greece in science and in Liberty; As Athens learned, like Lacedemon free.

By Mr. Cook (of Portsmouth) of the H. of D.—Brig. Gen. Porter, late commander in chief at Norfolk—his military talents and labours have secured that post against assault. May the rewards of his country be commensurate with his talents.

By Mr. John Hooe of the H. of D.—May the present sons of America evince equal virtue, patriotism, and candour, with those of their forefathers.

STATE OF NEW-YORK.

In Senate, April 17th, 1815.

Resolved:

That the valour and heroism of our fellow citizen, Samuel C. Reid, Esquire, commander of the late private Armed Brig General Armstrong; and the officers and crew under his command, in resisting the attack of his Britannic Majesty's Ships, the Plantagenet seventy-four, Rota frigate, and Carnation Sloop of War, in the neutral port of Fayal, command the admiration of the American people; and render proper an expression of commendation and applause by the Representatives of this state.

Resolved:

That the thanks of this legislature be presented to Samuel C. Reid, Esquire, and the gallant officers and brave crew under his command, for their cool and intrepid valour displayed in resisting the said attack, and thus gloriously maintaining the honour of the American Flag, and valiantly avenging the violated rights of their country; and that his excellency the governor be requested to present the said Samuel C. Reid, Esquire, with a *Sword*, in behalf of this Legislature, as a testimonial of their gratitude,

Resolved:

That the concurrence of the honourable the assembly be requested, and that in case of such concurrence, his excellency, the Governor, be desired to transmit a copy of the above Resolutions to the said Samuel C. Reid, Esquire. By Order of the Senate,

JOHN F. BACON, Clerk.

STATE OF NEW-YORK.

In Assembly, April 18th, 1815.

Resolved:

That this House do concur with the honourable the Senate, in their preceding Resolutions.

By Order of the Assembly,

AARON CLARK, Clerk.

(Private.) Castleton, Staten Island, Oct. 20th, 1815.

Sir—The enclosed communication was prepared before I left Albany in April last, with an intention of delivering it to you in New-York. On my arrival in New-York I learned that you were in Europe, and waited your return; of which I was not advised until I saw Governor Shelby's letter in the public prints a few days ago.

The object of this private letter is both to apologize for the delay of the communication and resolutions; and to inform you that I will have the honour to present the sword, so soon as that and other swords voted by our Legislature, all of which are preparing, shall be finished.

Allow me here to renew an assurance of my great consideration and esteem, and to repeat my conviction that the event to which the communications and resolutions relate, will long form one of our proudest national recollections.

DANIEL D. TOMPKINS.

SAMUEL C. REID, Esquire,

New-York, 3d December, 1815.

TO HIS EXCELLENCY GOVERNOR TOMPKINS.

SIR—I have the honour to acknowledge the receipt of your Excellency's esteemed favours of the 24th April, and 20th October last; together with a copy of the Resolutions passed by the Hon. Legislature of this State, expressing their approbation of the conduct of the officers and crew of the General Armstrong, (which vessel I had the honour to command) during the action with the enemy at Fayal.

The manner in which that honourable body has been pleased to notice our affair, though peculiar in itself, must be truly grateful to the feelings of every person who bore a part in that doubtful conflict; for the termination of which, I am wholly indebted to the patriotism and good conduct of the officers; and the fidelity, and firmness of our crew, whose exertions notwithstanding must have been in vain—had not that Omnipotent Being who shielded us from the weapons of the foe, at the same time decreed us the victory.

I pray your Excellency will make known to the Hon. Legislature the high sense of gratitude I feel, and shall ever continue to feel, for the several Resolutions they have been pleased to pass in my favour.

For the flattering encomiums contained in your Excellency's first mentioned letter, I beg leave to offer for myself my most sincere and unfeigned thanks; and, agreeable to your request, shall take the earliest opportunity of communicating the same to the officers and crew of the General Armstrong.

With great consideration and esteem,

I have the honor to remain,

Sir,

Your most obedient and very humble Servant,

SAMUEL C. REID.

Monday, December 2, 1816.

The glory which attended the American arms throughout the whole of our late contest with Great Britain, will be handed down to posterity, and will remain as a monument of the virtue and valour of a young and high-spirited nation, so long as a page of history shall be preserved from the ravages of time. Our naval victories have all been conspicuously honourable; but it remained for America to rescue from the stigma, which a habit of barbarous plunder had thrown upon it, the system of privateering, and which was considered, by many, a species of highway robbery and legalised plunder—acts of barbarity and wanton cruelty having too often marked it. The genius and humanity of our countrymen stripped it of these disgraceful attendants, and, while they employed private armed ships to annoy the commerce of our enemy, they never tarnished their valour by acts at which honourable men might blush; and they rendered this species of warfare of particular advantage to the nation—so much so, that, at the time when the war approached its close, the government seeing the great effects to be produced by light vessels, in injuring the commerce of our foe, had ordered a number to be fitted out as national ships, and there is no doubt in the mind of any one but that they would have struck a terror to British commerce without a parallel.

Among the many acts of heroism performed by the private armed vessels of our citizens, that performed by captain REID, in the harbour of Fayal, in defence of the private armed brig Gen. Armstrong, against the enormously superior force employed against him by two frigates, was of so brilliant a nature, that it called forth the attention of the legislature of this state, and claimed from that body a reward due to extraordinary merit. They therefore voted him, with other heroes, a sword, which was presented to him on the 25th ult. by his excellency governor TOMPKINS, with the following appropriate address:

SIR—Previously to the declaration of the late war

our prowess had not been sufficiently tested to establish a decided claim to pre-eminence on the ocean. No sooner did the sound to arms reverberate through the land, than our naval heroes, panting for an opportunity to evince the superiority of American tars, launched forth in pursuit of a foe, unrivalled in exploits on that element. A succession of brilliant triumphs, crowned them with imperishable fame, and exalted the naval character of our country to the most enviable height. Many who had not the opportunity to gather laurels in the navy, fired at the recital of the victories obtained by their brother tars, equipped private vessels, and sailed in search of adventures and of fame.

The brig General Armstrong which was confided to your command, is amongst the most renowned of our private armed vessels. Whilst peaceably anchored in the neutral port of Fayal, she was attacked by a British squadron of overwhelming force, in violation of all the principles of public law. The enemy was repeatedly foiled in his attempts to capture the Armstrong, by the most desperate defence which the mind can conceive of: and, although the enemy ultimately compelled you to destroy your vessel and repair to the shore; the immense loss he sustained, and the deep wound which the gallant repulse inflicted on his character, will long be remembered by the British nation. Unsubdued, and burning with indignation at the baseness of the attack on the one hand, and with the unprecedented timidity of the governor of Fayal in withholding the rights of hospitality and protection on the other, your heroic band encamped upon the shore, and hurled defiance at all around them. Such heroic conduct confounds the mind with admiration, and the fame of it has resounded in every country. The whole civilized world has awarded to it the meed of praise and of admiration.

Impressed with a lively sense of the honour conferred on the American character, by the conduct of the officers and crew of the Armstrong, the legislature of the state of New-York, have testified their approbation

and thanks, by presenting a sword to you, the commander. In performing the duty assigned me, and while I convey to you the assurance of my exalted opinion of your courage and conduct on that occasion, allow me to mingle my sympathies with yours, and with those of the American nation, at the untimely fate of the lamented heroes, *Worth* and *Williams*, who so nobly seconded your efforts to defend the *Armstrong*, and to sustain, untarnished, the naval reputation of America. The one fell greatly in the action; and it has pleased an allwise Providence to entomb the other with a *Blakely* and a *Shubrick*, in that ocean whose profoundest depths have been illuminated by the glory of their deeds.

CAPTAIN REID'S REPLY.

SIR—Suffer me, through your Excellency, to tender to the ever watchful guardians and patriotic representatives of this state, my unfeigned thanks for this marked approbation of my conduct whilst commanding the General *Armstrong*. I accept this Sword, Sir, with the liveliest sense of gratitude to your Excellency, and the enlightened people over whom you so happily preside.

It is with pleasure we publish the following testimonial of undaunted boldness and skill exhibited by Capt Reid, in his well known engagement at Fayal in 1814: bravery which no one at all acquainted with the facts, ever doubted, we believe, for a moment.

Messrs. Editors,

Having been absent from this section of the country for several years past, I was not a little astonished to find on my return to this city, a story in circulation (and as I learn growing out of political opposition) doubting the good conduct and bravery of Capt. Samuel C. Reid, while commanding the late private armed brig *Gen. Armstrong*, in the memorable action

of the night of the 26th September, 1814, in the port of Fayal, with the *Plantagenet* 74, *Rota* frigate, and *Carnation* sloop of war.

Gentlemen, I had the honour of holding the office of Sailing Master, on board the *Gen. Armstrong*, under the command of Capt. Reid, and being desirous while I have the opportunity of clearing up all doubts on this subject in relation to that gentleman, if any yet remain, I now most sincerely declare without fear of contradiction, that Capt. Reid's conduct during the whole cruise, and particularly in the said action at Fayal, was of the most exemplary character: and that so far from being in any possible shape or manner the least remiss in his duty as commander, at any one time during the said action, he was on the contrary always at his post directing the battle, and sharing the dangers with the rest of us on that eventful night. Nor did he leave the said vessel at any time from the commencement of the action until the enemy's boats were entirely defeated, nor even then until he had superintended the landing of the dead and wounded, together with all the baggage and stores.

I have written this, gentlemen, in justice to Capt. Reid; and as I expect it will meet the eyes of some of my fellow officers and seamen, who have survived that hard fought (and to us as yet) unprofitable contest, they as well as me can testify to the truth of this statement.

In publishing the above you will confer a favour on,
Gentlemen, Yours, &c.

BENJAMIN STARK,

*Sailing Master of the late private armed
brig Gen. Armstrong, of New-York,*

New-York, 26th Dec. 1825.

THE GENERAL ARMSTRONG.

New-York, Dec. 1825.

To the Editors of the Statesman.

Gentlemen—I have seen a statement in your paper from Mr. Stark, who was sailing master of the General Armstrong, in the memorable action of the 26th of Sept. 1814, in the port of Fayal, with the Plantagenet 74, Rota frigate, and Carnation, sloop of war, or their boats, containing about 500 men, each boat armed with a carronade.

Gentlemen, I had the honour of holding the office of third lieutenant on board of the General Armstrong under the command of Captain Reid, and being desirous of clearing up all doubts on this subject in relation to that gentleman, I will now give a few of the particulars.

Capt. Reid was standing on the taffarel, in his shirt sleeves, when the four boats came up at 8 P. M. Capt. R. hailed the first boats while standing there, and did not leave that station until they cried for quarters from the boats. In the midnight attack, Capt. R. gave his orders with the utmost coolness, hailed the boats as before, and gave the orders when to fire.

At one time during the action, when there was a lack of cartridges, he ran forward and ordered throwing shot by hand into the boats, and continued himself throwing shot into the boats until cartridges were supplied. At the close of the action he fired the Long Tom himself, (which flew off the carriage) and then ordered three cheers and the gun to be mounted again; and superintended the same until it was completed.

I was wounded while on the quarter deck, which gave me an opportunity of observing the conduct of Capt. R. minutely, until the action was over, at which time I was carried on shore. After the wounded men of the General Armstrong were dressed, the Surgeon was ordered to dress those of the enemy, and see them taken care of on shore.

Gentlemen, I was in several actions in the Gen.

Armstrong on her previous cruises, and have seen many other armed vessels, but never saw better discipline, nor a crew better satisfied with their commander, than the crew of the Gen. Armstrong was with Capt. R. in every part of the cruise, and particularly in this engagement, his conduct was that of a gentleman and an officer.

By publishing the above, you will, gentlemen, oblige yours, &c.

ROBT. JOHNSON.

Late third Lieutenant of the Gen. Armstrong.

TO THE EDITORS OF MERCANTILE ADVERTISER.

Gentlemen,

I hand you for publication a letter, which was received in my absence from the country, from his Excellency Governor Shelby, of Kentucky. Since my return, sickness has prevented an earlier attention to its publication. As the sentiments which it expresses are general with respect to our navy and private armed vessels, I conceive it my duty for that reason to give it publicity; and it is likewise due to the officers and crew of the General Armstrong, thus to make known to them the approbation of his Excellency.

SAMUEL C. REID.

*New-York, Oct. 13, 1816.**Frankfort, (Ken.) May 8, 1815.*

SIR—The return of peace to our country, upon honourable terms, with a national character exalted in an eminent degree, affords us leisure to review the various conflicts in which that character has been developed.

On the ocean where we had most to dread we have found a rich harvest of glory; and the American tars have secured to themselves the admiration of the world. To the officers and crews of our public vessels,

much is due; and the nation through its public functionaries, and in other forms, has fully demonstrated its gratitude. We are not less indebted to the officers and crews of our private armed vessels—instances of talent, skill, discipline, and of a determined unconquerable bravery have been manifested by our privateersmen; when their situations might have presented to ordinary minds sufficient inducement for avoiding the contest, nothing but a generous and noble patriotism could have led to such deeds. I have no reason to believe that the nation at large is not fully impressed with the gratitude due to this class of our heroes. But I have regretted that there has been so few demonstrations of that sentiment: you will, therefore, although a stranger to you, permit me for myself, individually, and on behalf of the state over which I have the honour to preside, to assure you that the conduct of yourself and of your officers and crew in defence of the General Armstrong in the port of Fayal, merits the first applause of the nation, and is duly appreciated by our citizens.

No one conflict during the war has placed the American character in so proud a view.

The baseness of the attack in a neutral port, the overwhelming force of the assailants; the small prospect of success to yourself and crew, and the unparalleled disparity of loss, demonstrated a combination of talents, skill and heroism, seldom equalled, and never surpassed.

I trust our government will lose no time in demanding a fair remuneration of the vessel and her apparel, &c. and that it will be prosecuted with effect.

May you, your officers and crew, long live to enjoy the laurels you so nobly won.

I have the honour to be with high consideration of respect and esteem, Sir,

Your most obedient humble servant,

ISAAC SHELBY.

*Captain Samuel C. Reid, late Commander of }
the U. S. privateer General Armstrong. }*

AMERICAN BRAVERY.

In the conclusion of the following article, Mr. Cobbett's correspondence ascribes the superior valour and prowess of the Americans, to their greater physical ability, from better living, and the spirit of republicanism and independence by which they are animated. He speaks in just terms of the action at Fayal, for which Capt. Reid so deservedly received the compliment of a set of plate on Saturday.

Sir—As the American contest is become remarkable and begins to excite considerable interest, allow me to make some desultory remarks upon it, which may have a beneficial influence on some, at least of your readers. Whether the advantage is or is not in our favour, at this stage of the contest, it is not my purpose to examine. But the gallantry displayed by the Republicans in particular cases, appears to surpass any thing on record in the history of mankind, if the account can be relied on.

Gen. Drummond's report of his action with their land forces cannot be questioned, and the resolute onset, on that occasion cannot be read without a shivering kind of astonishment, which leaves little power of analysing the feelings of the mind, struck aghast, transfixed, and recoiling.

But the account which you gave of the naval action at Fayal, exceeds that and every thing which man has ever heard of; and I am, I own, led to doubt the correctness of the statement. Whether our force was employed regularly or not, must be left to future elucidation. I believe, from the character of our naval officers, it will be found that no impeachment of them will be finally proved. But, taking the account which you have published, to be in other respects, exact, I must confess that no parallel transaction has ever come to my knowledge. What to admire most, the deliberate conduct, or the desperate valour of these men, becomes a question of difficulty. The commander first

makes inquiry of the Portuguese authorities as to his safety—he then abstains from hostility till he is actually attacked, and the aggression becomes undoubted. Now, having repulsed the assailants, he rows his tiny vessel under the neutral fort, that his station may be no problem. When called upon there to act, he and his brave crew, seemingly well prepared for the worst, deal destruction on the enemy with almost supernatural good fortune and success.

As long as resistance could be made, with hope of glory, for there could have been none of final safety, they remain at their post, to encounter, after every struggle, a ship of superior force, which could not want a superabundance of hands for offence and defence—and beat *her* off. Not seeing any good from prolonging a contest, in which they destroy more than twice their own number, they render their cock-boat unserviceable, and retire. Yet, pursued and demanded, they resolve with their small numbers, to brave danger to the last and occupy a position on land, determined to render as dear as possible their eventual fall before such superior force. This last determination is the essence of heroism; it drives one wild with admiration.

From Cobbett's Weekly Register, December 10.

On Saturday evening, at Tammany Hall, a handsome service of PLATE (with suitable devices and inscriptions engraved thereon) was presented to SAMUEL C. REID, for his gallant defence of the private armed brig Gen. Armstrong, at Fayal.

The money for the purchase of this plate was raised by private subscription. No compliment of the kind was ever bestowed upon a braver man than Captain Reid.

TRIBUTE TO VALOUR.

The public, doubtless, recollect the gallant defence of the private armed brig Gen. Armstrong, commanded

by SAMUEL C. REID, Esq. in the neutral port of Fayal, against an attack made by the boats of a squadron of British ships of war, consisting of the Plan-tagenet, 74, the Rota frigate, and Carnation sloop of war, which, after a resistance on the part of the officers and crew of the General Armstrong not surpassed by any of the exploits of our gallant seamen during the war, compelled the enemy to retire, with the loss of upwards of 130 killed, besides many wounded. As a mark of the high sense entertained of the skill and valour of the commander, the owners of the Gen. Armstrong, and others, presented Captain Reid with an elegant service of plate, consisting of a large silver pitcher, with an emblematical engraving of the action, and a suitable inscription thereon; also, a silver teapot, sugar bowl, milk-ewer, slop-bowl, and two silver tumblers, all made in the most fashionable and best manner.

The presentation took place in the large room at Tammany Hall, on Saturday evening last, in the presence of a number of citizens, who had assembled to pay their respects to the heroic commander. On the occasion, the following address was delivered, by JOHN FERGUSON, Esq. to captain REID:—

ADDRESS.

"Sir,

"The owners of the late private armed brig General Armstrong, and others of your fellow citizens, have here assembled to testify to you the high sense they entertain of your gallant conduct as commander of that vessel.

"In a neutral port, in violation of national faith, and of every rule of honourable warfare, you were attacked by an overwhelming force, determined on your destruction.

"The terrified spectators of this eventful scene believed that resistance would be madness, and saw no safety.

"Far nobler were your emotions. The flag that

waved above you was the ensign of honour; the prompter to deeds of glory; and all thought of danger was lost or despised in the inspiration of that moment. Your brave companions caught the sacred impulse, and no accents were breathed around you but those of enthusiastic patriotism, and indignant vengeance.

"The bloody conflict of that night will be long remembered, and the defence of the General Armstrong will be considered not the least of those gallant feats which have shed lustre on our arms, in the late triumphant struggle.

"Permit us, Sir, to present to you this service of plate, as a token of our esteem and admiration; a small part of that general tribute of your country, which will enrol the name of Samuel C. Reid in the list of those heroic men who have raised, for that country, and themselves, the proudest monuments in story.

Captain Reid then made the following reply, which was received by the audience with much satisfaction, and who testified their respect for the brave man who had so nobly defended the honour of the American flag, with three hearty cheers:—

"GENTLEMEN.

"In answer to the very flattering encomiums you have been pleased to express in my favour this evening, I can only say that I feel the highest sense of gratitude.

"Your approbation of my conduct, as long as I had the honour to command the General Armstrong, has been my first care and consideration—and, having happily succeeded in *that*, I feel myself most amply compensated.

"For the service of plate now presented as a testimony of your regard, I pray you to accept my most unfeigned thanks; and, I have to hope, I may ever merit your present opinion."

THE AMERICAN PRIVATEERS.

Which the British have called in contempt "*cock boats*," have proved a much more serious scourge to that intolerable proud nation than the most sanguine American could have supposed. It is an extraordinary fact, a very extraordinary fact, that two of our private ships, namely, the *Neufchatel* and the *General Armstrong* have killed and wounded more than 300 of the prime seamen of Britain, the flower of their navy. All the inhabitants of the Portuguese Island of Fayal, and the numerous strangers there, viewed with admiration the heroic conduct of the Captain of the Armstrong, his brave officers and men. The valiant deed will fly through the world, and will be told to the children and children's children of all who witnessed the unequal battle. England must make up her mind to hear the dreadful story, that their boasted sailors are not a match for the seamen of the new world. It seems as if Providence has decreed that America should be the grave of British *glory* as well as of British *character*. Their defeats and their false accounts of the battles, and of the relative forces of the combatants will be told together. That nation verifies the text, that "pride comes before destruction, and a haughty spirit before a fall." Let us avoid their arrogance, and rejoice with trembling.

Bost. Pap.

YANKEE ENTERPRISE.

Capt. Lloyd of the Plantagenet, 74, who did not fight Commodore Rodgers in the frigate President off Sandy Hook, has at length, in company with a frigate and sloop of war, succeeded in bringing down one piece of "striped bunting" from an American mast. The united forces of the squadron compelled the captain of the privateer General Armstrong to give up his vessel, though the enemy reap no advantage from her capture—and the British government may reward Capt. Lloyd by "making him a bishop" for his heroism, if they please.

HONOR TO THE BRAVE!

The General Armstrong Privateer.

The gallant and glorious defence made by the General Armstrong privateer, when attacked by the boats of a British squadron in the neutral port of Fayal, has been displayed, in several statements to the view of our readers. There is not an American heart, we are very sure, that has not glowed with indignation at the British outrage—and with exultation, mingled with surprise and admiration, at the noble manner in which the American vessel was defended. The destruction of his Majesty's subjects, and the loss sustained by our insolent and unprincipled enemy in this memorable conflict, were greater than in any other action during the war—and if ever man deserved the gratitude and applause, and popular honours of his country, the captain of the General Armstrong does. This hero is now in town; and we learn with infinite pleasure, will be welcomed and cheered with a public subscription dinner given him this day at the Eagle Tavern.

From the Richmond Compiler of Dec. 15.

NATIONAL BALL.

Among the distinguished Citizens invited to the National Ball, is Captain REID, the Hero of the ARMSTRONG, who adds such lustre to the naval character of our country. Whatever part of the Union this gentleman has visited, the gratitude of the people has been fully evinced by the attention he has received—this city we are satisfied will not be backward.

Charleston Paper. 1815.

In the attack on the privateer General Armstrong, at Fayal, the British owned a loss (according to the Jamaica papers, where the ships arrived after the disaster) of 63 killed and 110 wounded; the number probably much greater.

In the great battle off Cape St. Vincent, in 1797, between a Spanish fleet of 27 ships of the line, (including one of 186 guns, six of 112, &c.) and 12 frigates and a British squadron of 15 ships of the line, (two of 100 guns, two of 98, &c.) 7 frigates, and 2 sloops—the latter acknowledge a loss of only 73 killed; (ten more than they lost in attacking a small privateer of 9 guns!) and 223 wounded! although the action lasted above 6 hours. For this brilliant engagement, (the Spaniards having been defeated, and a number of their largest ships taken) Admiral Jervis was created an Earl, and had a pension allowed him by the the king of 3000 pounds per annum. We know not what compensation the brave Captain Reid, of the Armstrong has or will receive, save the applause of his countrymen; but this we do know, that the enemy will not very soon forget him and his valiant crew, for the sound drubbing he gave them in Fayal Roads, on the night of 26th September, 1814.

*Boston Palladium.**Extract from the Evening Post.*

The General Armstrong, Sampson-like, had, during her prosperity, dealt destruction liberally among her foes. But as his strong arm in death inflicted the most signal vengeance upon his perfidious enemies, to our view Armstrong in her fall dealt the most dreadful blow she had ever given, and like him,

——“Heroically finished

A life heroic——on her enemies

Fully revenged.”

*Trent. T. Am.**Communication.**December 15th, 1814.*

It may have escaped the recollection of many that Captain Lloyd, of the Plantagenet 74, who, with the assistance of the *Rota* frigate and *Carnation* Sloop of War, recently made such a “brilliant dash”—in the

destruction of the General Armstrong privateer, in the port of Fayal, is the same Capt. Lloyd, of the same Plantagenet, who last winter, so undauntedly sailed towards the President, 44, off Sandy Hook, and who so politely declined the combat offered by that frigate.

Nat. Intell.

FINE ARTS.

The medals voted by congress to our military and naval officers, we learn, have been commenced, and are in a state of forwardness. The one representing the capture of the Java on one side, and a bust of Commodore Bainbridge on the reverse, has been finished by Mr. Furst, in Philadelphia, in the most perfect style of execution, and is a distinguished proof of the advancement of the arts in this country. The same artist has commenced the medal of Commodore Perry, and will, likewise, finish one representing the action on lake Erie, by order of the State of Pennsylvania, which has appropriated 2000 dollars to defray the expense. The series of medals, comprising all the celebrated merits of the war, will be first finished; after which we learn that it is the intention of the artist to perpetuate some of our private actions—among which will be a representation of the attack on the General Armstrong in the port of Fayal.

The frigate Essex has been repaired and carried into Plymouth, conveyed by the Phœbe. The General Armstrong ought to be got there too, as a companion in glory, and splendid monument of the gallantry and magnanimity of John Bull's heroes. Courage and generosity being always inseparable.

From Hunt's History.

Now the loud and frightful noise of war sounded upon the bosom of the great deep; and the shores of Columbia knew no peace.

The dreadful clangor of arms rung upon the land, and echoed from the mountains; and the groans of suffering victims floated in the air of heaven.

But the Lord favoured the people of Columbia, and their armies and their navy gained strength, and prosperity was showered upon them: the voice of war became familiar to those who were strangers to it in times past.

Now on the twenty-sixth day of the ninth month, being in the thirty and ninth year of Columbian Independence.

It came to pass, that a certain private armed vessel of the people of Columbia, called the *General Armstrong*, commanded by *Samuel*, whose sur-name was *Reid*,

Had cast her anchors in the haven of *Fayal*, an island in the sea, which lieth towards the rising sun, about two thousand miles from the land of Columbia;

A place where, two score and ten years ago, there was a mighty earthquake; and where poisonous reptiles never dwell.

And it was about the dusk of the evening when *Samuel* saw a number of the strong vessels of Britain hemming him in, so he drew nigh to the shore for safety, for the place was friendly to both powers.

Nevertheless, the boats from the vessels of the king went against *Samuel* to take his vessel; but with his weapons of war he drove them off and slew numbers of them, so that they were glad to return to their strong ships.

However they quickly returned with a greater number of boats, and about four hundred men; and *Samuel* saw them and prepared to meet them.

The silver beams of the moon danced upon the gently rolling waves of the mighty deep, and the sound of the oar again broke the sweet silence of night.

But, when they came nigh the vessel of *Samuel*, the men of Columbia poured out destruction upon them with a plentiful hand;

Inasmuch as they were again compelled to depart to their strong vessels, with dreadful loss.

However, about the dawning of the day, one of the strong vessels, called the *Carnation*, came against the vessel of Columbia, and let her destroying engines loose with great fury.

Now *Lloyd*, who commanded the *Plantagenet*, was the chief captain of the squadron of the king, in the place; and he violated the law of nations.

So when Samuel saw that the whole fleet of Britain were bent on destroying his vessel, in defiance of the plighted honour of nations, he ordered her to be sunk.

After which he and his brave mariners deserted her, and went upon the shore; and the servants of the king came and burnt her with fire in the neutral port of Fayal.

Nevertheless, they received the reward of their unrighteousness, for much damage was done to their vessels, and their slain and wounded were two hundred-two score and ten.

Of the people of Columbia two only were slain and seven maimed!!

And the valiant deeds of Samuel gained him a name amongst the brave men of Columbia.

H. R. 115.

MARCH 4, 1818.

Read twice and committed to a committee of the whole House on Monday next.

A BILL

Authorizing a sum of money to be distributed among the officers and crew of the late private armed brig, General Armstrong.

1 *Be it enacted by the Senate and House of Repre-*
2 *sentatives of the United States of America in Con-*

3 *gress assembled*. That the sum of ten thousand
4 dollars shall be, and is hereby, appropriated, out of
5 any money in the Treasury, not otherwise appro-
6 priated; which sum shall be paid to Cap. S. C.
7 Reid, to be by him distributed as prize money,
8 among the officers and crew of the late private
9 brig the General Armstrong, and the representa-
10 tives of such as may be dead.

THE GENERAL ARMSTRONG, A NEW SONG.

Composed by the officers of the General Armstrong, off Fayal

TUNE—"VIVE-LA."

1

Come, listen to a gallant action,
Which was fought in Fayal Bay,
By the Saucy General Armstrong:
From eight P. M. 'till break of day.

CHORUS.

Hail! the saucy General Armstrong:
Reid's immortalized her name—
Her cannon dealt death and destruction
To furbish young Columbia's fame.

2

Plantagenet, Rota, and Carnation
Thought with her to have rare sport
Sent in their boats, with an intention
To cut her out of a neutral port.

CHORUS.

Hail, &c.

3

At eight, four boats commenc'd the action,
Which fifteen minutes' work laid low;
Quarters next came in rotation,
Which on them we did bestow.

CHORUS.

Hail, &c.

4

Fourteen boats, with men four hundred,
At midnight made the grand attack;
In forty minutes, half their number
Were killed and wounded, falling back.

CHORUS.

Hail, &c.

5

Britons killed in both engagements,
Amounted to two hundred men:
Fifty more of them were wounded—
The rest retreated back again.

CHORUS.

Hail, &c.

6.

The number killed on board the *General*,
It doth grieve us to relate,
The falling of Lieutenant Williams,
And one man we do regret.

CHORUS,

Hail, &c.

7.

Two Lientenants more were wounded,
And likewise five of our men;
But we've got them safely landed,
And recovering fast again.

CHORUS.

Hail, &c.

8.

Then at break of day next morning,
The sloop of war got under way
And opened her broadside upon us,
British courage to display.

CHORUS.

Hail, &c.

9.

Lest she should fall in their possession,
We thought it prudent her to sink;
Which was put in execution,
And thus the General became extinct

CHORUS.

Hail, &c.

10

Then by the British she was boarded,
(Who finding her partly destroyed)
Set her on fire, when thus abandoned
By command of Captain Lloyd.

CHORUS.

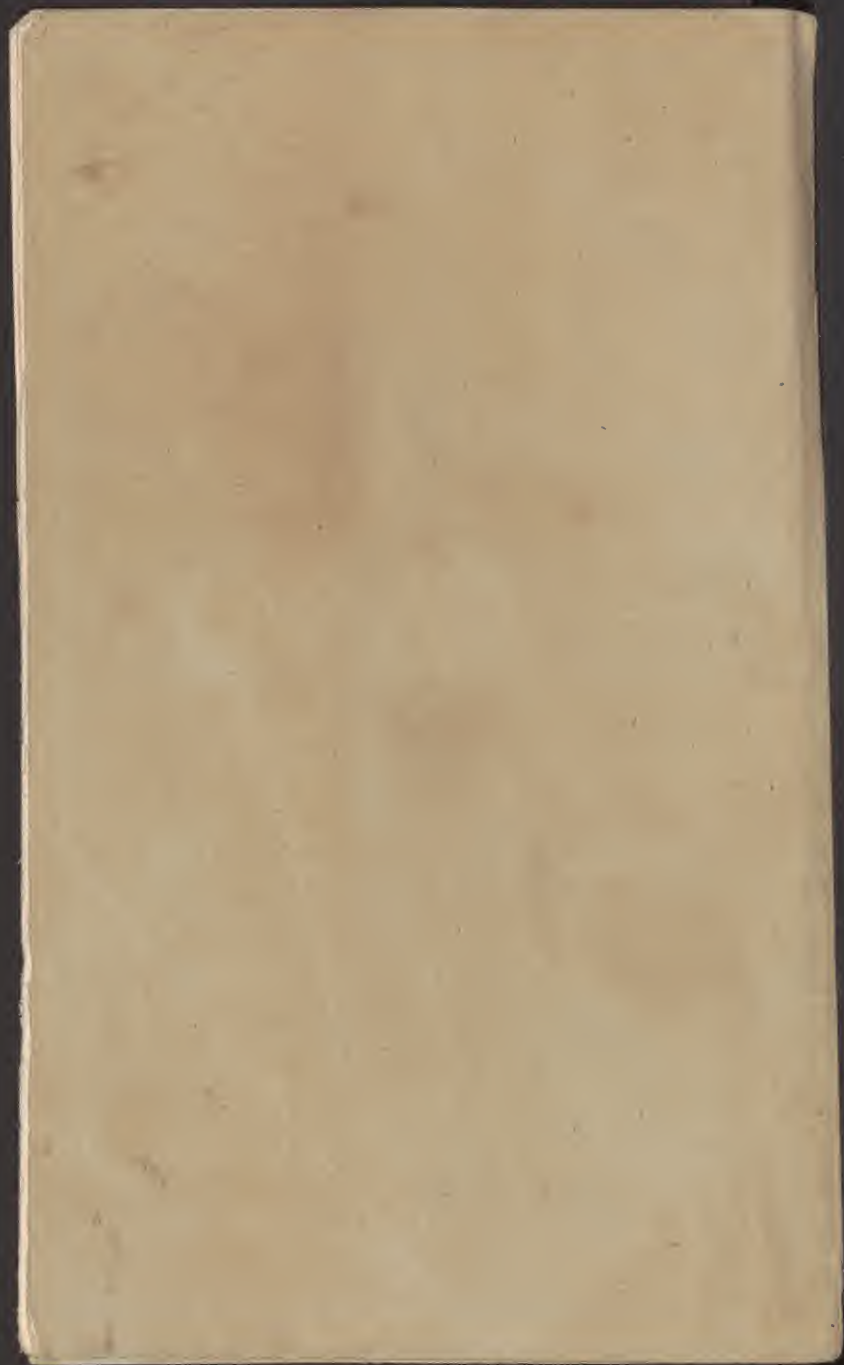
Hail, &c.

11

Altho' we could not save the GENERAL,
Columbia's fame we held in view:
We have chastis'd the haughty Britons
With our little YANKEE CREW.

CHORUS.

Hail! the saucy General Armstrong, &c.



HISTORY

OF THE

DESIGN OF THE PRESENT FLAG OF THE UNITED STATES.

The circumstances attending the design and formation of the present flag of our Union, are not generally known to the public, much less the name of the designer. It will be seen by the following article and correspondence from the *National Intelligencer* of July 4, 1854, that the gallant gentleman, Captain Sam C. Reid, who commanded the private armed brig General Armstrong in 1814, who is still living, and whose deeds shed such splendor on our country's flag, was worthy of being its author.

Our country owes to his name and fame the tribute of acknowledging him as its author, and of giving to its recognition the official sanction of Congress.

(From the *National Intelligencer* of July 4, 1854.)

THE AMERICAN FLAG.

Under the head of "Reminiscences of the present century," in the *National Intelligencer* in September last, we mentioned the fact that the first national flag of the present design, adopted in 1818, was made under the direction of the gallant Capt. REID, who commanded the privateer General Armstrong. It was designed by Captain REID, and made at his house, in New York, by his wife and a number of young ladies, and was first hoisted over the Hall of the House of Representatives on the 13th April, 1818, at 2 o'clock p. m.

We are glad to have it in our power to-day to give to our readers some additional particulars, which have never before been published.

Previous to the adoption of the present flag by Congress, the number of stripes in the old flag had been increased to eighteen, according to the number of States admitted into the Union, thus destroying the beauty and perspicuity of the flag; and, while this order was preserved in some, others contained but nine stripes, as fancy dictated. On the admission of Indiana into the Union in 1816, Mr. PETER H. WENDOVER, of New York, offered a resolution "that a committee be appointed to inquire into the expediency of altering the flag of the United States." A committee was appointed, who reported a bill on the 2d January, 1817, but it was not acted upon. While the committee had the matter under consideration, Mr. Wendover called on Capt. Reid, who was in Washington at the time, and requested him to form a design of our flag so as to represent the increase of the States without destroying its distinctive character, as the committee were about to increase the stars and stripes to the whole number of States. Capt. Reid recommended that the stripes be reduced to the original number of thirteen States, and to form the number of stars representing the whole number of States into one great star in the Union, adding one star for every new State, thus giving the significant meaning to the flag, symbolically expressed, of "E pluribus unum." This design of Capt. Reid's was adopted in committee, but the bill did not pass until the next Congress, in 1818. Capt. Reid also recommended the committee to establish a *national standard*, to be composed of the four emblematical representations of our escutcheon, to be placed in the four quarters of the flag, as follows: the stars at the top in

the left-hand corner, the eagle in the right-hand corner, with the goddess of liberty under the stars, and the stripes under the eagle; this standard to be hoisted over the halls of Congress, and on our ships of war, navy yards, and other public places, when visited by the President and other dignitaries. He also desired to make a distinction between the flags worn by our national vessels and those of the merchantmen, by simply arranging the stars in parallel lines in the union for the naval service, and forming them in one great star in the union for the merchant service. Capt. Reid also proposed to adopt a national cockade upon our flag, instead of the black English cockade which our officers now wear; but these designs did not succeed before the committee.

The following extracts of letters from Mr. Wendover to Capt. Reid, after his return to New York, taken from the originals, which we have seen, are worthy of preservation as a part of the history of our country, and will be found highly interesting:

WASHINGTON, *February* 13, 1817.

"DEAR SIR: * * * The flag is yet on the table; I know not when it will get to the anvil. I received the flag from Mr. Jarvis, and would have presented him my thanks for his polite attention to my request, but I am so oppressed with letter writing that I have no time to take exercise, and but little to sleep. Please present my thanks to Mr. Jarvis for his kindness to me, and the standard addressed to you accompanying it.

"I find the flag proposition is almost universally approved of, but fear the standard will have to lie over till next session.

"With much esteem, your humble servant,

"P. H. WENDOVER."

WASHINGTON, *January 27, 1818.*

"DEAR SIR: * * * As I am not a military man, I leave others to regulate the cockade. I shall attend to the 'Star Spangled Banner,' though I wish the other changed from British to American.

"In haste, and with much esteem, yours,

"PR. H. WENDOVER."

WASHINGTON, *March 24, 1818.*

"DEAR SIR: * * * This day the first call on the docket was the 'Star Spangled Banner.' I moved to go in committee on the bill. General Smith moved to discharge the Committee of the Whole, and postpone the bill indefinitely. I appealed to that gentleman and the House to know if they were willing thus to neglect the banner of freedom. Gen. Smith's motion was negatived by almost a unanimous vote, and we hoisted the 'striped bunting' in Committee of the Whole. After I had made a few observations and sat down, Mr. Poindexter moved to strike out twenty stars and insert seven, with a view to have stripes for the old and stars for the new States; motion rejected nearly unanimously. Mr. Folger then moved to strike out twenty and insert thirteen, to restore the original flag; his motion was also negatived by a similar vote. Mr. Robertson then suggested a wish to fix an arbitrary number of stripes, say nine or eleven; but no one seemed to approve of his idea, and the committee rose and reported the bill without amendment, and the House ordered it engrossed for a third reading to-morrow by almost a unanimous vote.

"It was remarked by many that the subject came up in good time, as our flag almost blew away with the

severe storm, which on Saturday was almost a hurricane. It is now completely 'ragged bunting,' and I fear we shall have to sit a part of the session without the 'Star Spangled Banner' over our heads. * * *

"Yours,

"PR. H. WENDOVER.

"P. S. *March 25.*—Having written the within after the close of the last mail, I kept this open to inform you further as to the 'Star Spangled Banner.' The bill had its third reading this day a little before twelve o'clock, and passed with about two or perhaps three noes; after which Mr. Taylor moved to amend the title of the bill, and instead of *alter*, it is now 'A bill to *establish* the flag of the United States,' which goes so much further in approbation of your plan, as the bill is now considered by our House as fixing permanently the flag, except so far as to admit in it every new planet that may be seen in our political horizon.

"I this day had our flag measured up and down the staff. It is fourteen feet four inches, but it ought to be eighteen feet hoist and floating in the air in proportion, say twenty-seven feet; all this you know better than I do. Now, I ask the favor that you will be pleased to inform me as soon as convenient what a flag of that size will cost in New York, made for the purpose, with thirteen stripes *and twenty stars forming one great luminary, as per pasteboard plan you handed me.* And if the bill passes the Senate soon, it is probable I shall request the Captain of the late General Armstrong to have a flag made for Congress Hall under his direction. Please inquire as to the cost of materials, making, &c., and write me soon, that Congress, for their firm support of the bill, may before they adjourn see the banner raised."

“WASHINGTON, HALL OF REPRESENTATIVES,

“April 6, 1818—2 p. m.

“DEAR SIR: Your favor of the 3d instant is this moment received. I learn with pleasure that the Star Spangled Banner has fallen into good hands, and doubt not Captain Lloyd, of the Plantagenet,* once thought it was in as good hands as the nature of the case would admit, and hope the ‘striped’ or ‘ragged bunting’ will ever find equal support as at Fayal.

“This morning a message was received from the President that on the 4th instant, among other bills, he approved and signed the ‘bill to establish the flag of the United States.’ So that, notwithstanding the cant and flings of Coleman, Hanson, &c., in the Evening Post and Baltimore Telegraph, the proposition for the alteration of the flag has met the support of the House of Representatives and passed as first suggested. In the Senate the bill passed unanimously. * * *

“On the subject of the standard and distinctions between public and private vessels we will have a confabulation when I see you.

“With much respect, yours,

“PR. H. WENDOVER.”

“WASHINGTON, April 13, 1818.

“DEAR SIR: I have just time to inform you that the new flag for Congress Hall arrived here per mail this day, and was hoisted to replace the old one at two o’clock, and has given much satisfaction to all that have seen it, as far as I have heard. I am pleased with its form and proportions, and have no doubt it will satisfy the public mind.

* The seventy-four-gun ship, whose boats attacked the General Armstrong at Fayal, on the 26th September, 1814.

“Mr. Clay,* says it is wrong that there should be no charge in your bill for making the flag. If pay for that will be acceptable, on being informed I will procure it. Do not understand me as intending to wound the feelings of Mrs. Reid, nor others who may have given aid in the business, and please present my thanks to her and them, and accept the same for yourself.

“In haste, yours, with esteem,

“PR. H. WENDOVER.”

“WASHINGTON, HALL OF REPRESENTATIVES,

“April 16, 1818.

“DEAR SIR: I very much regret that after sustaining the old flag at Fayal and making the new one at New York, you will have to wait till next session for a decision on the bill to aid your worthy tars. * * * *

“Respectfully, yours,

“PR. H. WENDOVER.”

The following action of Congress on the flag of the United States, with the reports of the committees, and the debates, show the adoption of Captain Reid’s design:

HOUSE OF REPRESENTATIVES.

MONDAY, Dec. 9, 1816, (The day of the admission of the State of Indiana into the Union.)—See Annals of Cong. 14th Cong., 2d Sess., 1816, 1817, p. 253.

Mr. Wendover, of New York, offered for consideration the following resolution:

Resolved, That a committee be appointed to inquire into the expediency of altering the flag of the United States.

* Hon. Henry Clay, who was then speaker of the House of Representatives

The House having agreed by a bare majority to consider this resolution—

Mr. Wendover said, as there appeared to be much opposition to the motion, he would not press it for the present, but suffer it to be laid on the table. He would only remark, that the flag was not now appropriate; that there was an incongruity in it, which appeared to him to require correction. The motion was laid on the table.

THURSDAY, Dec. 12, 1816.—(See *Ibid.*, p. 268.)

On motion of Mr. Wendover, of New York, the House proceeded to the consideration of his motion to appoint a committee to inquire into the expediency of altering the flag of the United States.

Mr. W. said he deemed it improper, in the present stage of the business, to discuss the merits of the proposition to alter the flag, as the object of his motion was inquiry only.

As to any essential alteration, he hoped no man in the House would consent to change a flag under which had been falsified the predictions of European orators and paragraphists, when they said the "yankee cock-boats" were to be speedily driven from the ocean. His object, Mr. W. said, was to make an unessential variation. When first adopted the flag bore one star and one stripe for every State; when two additional States entered the Union, the flag had been altered, by a special act, by the addition of two stars and two stripes, which made the flag correspond to the fact. Since that alteration, four States have been added, and the flag remains the same. Conceiving this not to be correct, and that the flag might be appropriately

altered, he hoped the House would consent to the proposed inquiry.

Mr. Robertson, of Indiana, said he had, for his part, no objection to the proposed alteration; and suggested the expediency of some general law for altering the flag in future, by proclamation of the Executive, on the admission of new States into the Union.

Mr. Taylor, of New York, was in favor of the inquiry, and for a reason different from that assigned by his colleague. He had been informed by naval gentlemen, that our flag could be seen and recognised on the ocean at a greater distance than that of any other nation. If the stripes and stars were increased, the flag would become less distinct to distant observation, which Mr. T. was desirous to prevent, and therefore was in favor of restoring the flag to its original character of *thirteen* stars and stripes, and establishing it permanently the same.

The motion of Mr. Wendover was agreed to, and a committee ordered to be appointed accordingly.

THURSDAY, January 2, 1817.—(See *Ibid.*, p. 408.)

Mr. Wendover, from the select committee appointed to inquire into the expediency of altering the flag of the United States, made a detailed report, which was read; when Mr. W. reported a bill to alter the flag of the United States, which was read twice and committed to a committee of the whole on Monday next. The report is as follows:

The committee of the House of Representatives of the United States, appointed to inquire into the expediency of altering the flag of the United States, beg leave to report:

That they have maturely examined the subject submitted for their consideration, and are well aware that any proposition, essentially to alter the flag of the United States, either in its general form, or in the distribution of its parts, would be as unacceptable to the legislature and to the people, as it would be uncongenial with the views of the committee.

Fully persuaded that the form selected for the American flag was truly emblematical of our origin and existence as an independent nation, and that, as such, it has received the approbation and support of the citizens of the Union, it ought to undergo no change that would decrease its conspicuity, or tend to deprive it of its representative character. The committee, however, believe that a change in the number of States in the Union sufficiently indicates the propriety of such a change in the arrangement of the flag, as shall best accord with the reasons that led to its adoption, and sufficiently point to important periods of our history.

The original flag of the United States was composed of thirteen stripes and thirteen stars, and was adopted by a resolution of the Continental Congress on the 14th of June, 1777. On the 13th of January, 1794, after two new States had been admitted into the Union, the national legislature passed an act that the stripes and stars should, on a day fixed, be increased to fifteen each, to comport with the then number of independent States. The accession of new States since that alteration, and the certain prospect that at no distant period the number of States will be considerably multiplied, render it, in the opinion of the committee, highly inexpedient to increase the number of stripes, as every flag must, in some measure, be limited in its size, from the circumstance of convenience to the place on which

it is to be displayed; while an increase would, necessarily, decrease their magnitude, and render them proportionably less distinct to distant observation. This consideration has induced many to retain only the general form of the flag, while there actually exists a great want of uniformity in its adjustment, particularly when used on small private vessels.

The national flag being in general use by vessels of almost every description, it appears to the committee of considerable importance to adopt some arrangement calculated to prevent in future great or extensive alterations. Under these impressions, they are led to believe that no alteration could be made more emblematical of our origin and present existence, as composed of a number of independent and united States, than to reduce the number of stripes in the flag to the original number of thirteen, to represent the number of States then contending for and happily achieving their independence; and to increase the stars to correspond with the number of States now in the Union, and hereafter to add one star to the flag whenever a new State shall be fully admitted.

These slight alterations will, in the opinion of the committee, meet the general approbation as well of those who may have regretted a former departure from the original flag, as of such as are solicitous to see in it a representation of every State in the Union.

The committee cannot believe that retaining only thirteen stripes it necessarily follows they should be distinctly considered in reference to certain individual States, inasmuch as nearly all the new States were a component part of, and represented in the original States; and inasmuch, also, as the flag is intended

to signify numbers and not local and particular sections of the Union.

HOUSE OF REPRESENTATIVES.

TUESDAY, Dec. 16, 1817.—(Vide Annals of Congress, vol. 1, p. 464, 15th Congress, 1st Session.)

Mr. Wendover submitted for consideration the following resolution:

Resolved, That a committee be appointed to inquire into the expediency of altering the flag of the United States, and that they have leave to report by bill or otherwise.

Mr. W. said, in submitting this motion, that he should make but few remarks on this subject, not being a novel one, a bill relative thereto having been reported at the last session, but laid over from the pressure of business deemed of more importance. Had the flag of the United States never have undergone an alteration, he certainly should not, he said, propose to make a further alteration in it. But having been altered once, he thought it necessary and proper that an alteration should now be made. It was his impression, and he thought it was generally believed, that the flag would be essentially injured by an alteration on the same principle as that which had before been made, of increasing the stripes and the stars. Mr. W. stated the incongruity of the flags in general use (except those in the navy) not agreeing with the law, and greatly varying from each other. He instanced the flags flying over the building in which he sat, and that at the navy yard, one of which contained nine stripes, and the other eighteen, and neither of them conformable to the law. It was of some importance, he conceived, that

the flag of the nation should be designated with precision, and that the practice under the law should be conformed to its requisitions.

The motion was agreed to without opposition.

TUESDAY, January 6.—(See Ibid., p. 566.)

Mr. Wendover, from the committee appointed to inquire into the expediency of altering the flag of the United States, made a report, which was read; when Mr. W. reported a bill to alter the flag of the United States; which was read twice and committed to a committee of the whole.

The report is as follows:

That they have maturely considered the subject referred to them, and have adopted, substantially, the report of the committee to whom was referred the same subject at the last session of Congress, as forming a part of this report.

(The committee adopt the precise language of the previous report, and add:)

Nor can the committee view the proposed considerable addition to be made, on the admission of a new State, in the light of a departure from that permanency of form which ought to characterize the flag of the nation. The committee respectfully report a bill.

TUESDAY, March 24, 1818.—(Vide Annals of Congress, vol. 2, p. 1458, 15th Congress, 1st Session.)

The House then resolved itself into a committee of the whole on the bill to alter the flag of the United States, (providing that from and after the fourth day of July next, the flag of the United States be thirteen horizontal stripes, alternate red and white; that the

union be twenty stars, white, in a blue field; and that, on the admission of every new State into the Union, one star to be added to the union of the flag, and that such addition shall take effect on the fourth day of July then next succeeding such admission.)

Mr. Wendover rose: In complying with a duty incumbent upon me, said Mr. W., as resulting from a proposition which I had the honor to submit to the House, for altering in part the flag of the United States, I feel no disposition to consume much of the time of the committee, or to indulge in the many observations which the nature of the subject might appear to justify. But I ask the patience of the committee while I state a few of the considerations which present themselves in favor of the bill now on your table.

Sir, the importance attached to a national flag, both in its literal and figurative use, is so universal, and of such ancient origin, that we seldom inquire into the meaning of their various figures, as adopted by other nations, and are in some danger of forgetting the symbolical application of those composing our own.

Were we now about to devise suitable emblems for a national flag, I doubt not we should see much diversity of sentiment, and perhaps some efforts for local gratification; but I presume we shall unite in some general and appropriate figures, referring not to sectional but national objects. But on this subject we need not differ. Suitable symbols were devised by those who laid the foundation of the republic; and I hope their children will ever feel themselves in honor precluded from changing these, except so far as necessity may dictate, and with a direct view of expressing by them their original design.

Mr. Chairman, I am not particularly informed as to

the origin of our flag; but have repeatedly heard it was first used by a citizen of Philadelphia, on his own vessel, and afterwards adopted by the Congress of the revolution, as appropriate to and emblematical of these confederated States, contending for the rights of man and the rich boon of an independent government. At its adoption our flag was founded on a representative principle, and in the arrangement of its parts made applicable to the number of the States then united against the common foe.

The same representative principle was retained and applied when the flag was altered; but experience having shown that a similar extension of numbers throughout the flag would now be improper and inconvenient, it is worthy the attention of the national legislature again to consider the subject, and see if it be practicable to retain in it the object contemplated by its founders, as pointing to the component parts of the nation, without losing sight of the original formation of this government as a free republic.

Sir, the flag of the United States having undergone some change, and in its present state being altogether inappropriate, we are called upon to determine whether a further change be not advisable, and, if it be, what alteration will be most proper and best to apply to the present and relative state of the nation, consistent with the representative character of the flag. If you do not alter it, you do injustice to the States admitted into the Union since the former alteration; and if you alter in the way as before, you will destroy the conspicuity of your flag, and render it too indistinct to be known at a distance, and increase the inconvenience already experienced.

At the present day, and particularly since the com-

mencement of the late war, there are few vessels, however small, if they carry a mast, but are furnished with a flag of some description; and it is well known to gentlemen living on the seaboard, and others, that it is impracticable for small vessels to conform even to the present law; and the law itself does not correspond with the existing or original facts.

The flag of the United States was altered by law, from thirteen to fifteen stripes and stars, on the first of May, 1795, to apply to the admission of Vermont and Kentucky into the Union. On the first of June, 1796, Tennessee was admitted. Thus the alteration was applicable to the fact on which it was predicated, for the short space of one year and one month. On the 19th of February, 1803, Ohio was admitted; Louisiana on the 30th of April, 1812. Indiana was admitted at the last session of Congress, and Mississippi at the present session, and you now have on your table a bill for the admission of another State. Calculating on such a result, caused many to regret the former alteration; and no doubt the same reason operated in the House of Representatives when the bill passed, and will account for the small majority of eight by which it succeeded.

I presume none will advocate the propriety of continuing the fifteen stripes as at present; that number was founded on a mere contingency, which has since repeatedly happened, and will frequently occur; whereas the number proposed by the bill refers to our national origin, and is equally interesting to all.

Sir, it cannot be deemed proper to go on and increase the stripes in your flag. There are now twenty States; what number they will ultimately extend to, none can conjecture. For my own part, I doubt not there will

in time be accessions from the east, from the north, from the west, and from the south. Sir, I am not now speaking of conquest. I am willing every people should "manage their own affairs in their own way." But I can no more believe that any portion of the earth will remain in perpetual thralldom, and be forever tributary to a foreign power, than I can subscribe to the doctrine of a ceaseless succession of legitimate kings.

Sir, it cannot be deemed desirable, under the existing state of things in relation to the stripes and stars in the flag, to retain it in its present situation; it is not only inapplicable, but both parts refer to the same thing, and the one is a duplicate of the other; but the alteration proposed will direct the view to two striking facts in our national history, and teach the world an important reality, that republican government is not only practicable, but that it is also progressive.

Is it desirable to produce greater uniformity? Most undoubtedly it is. In the navy the law is generally conformed to, but it is well known that uniformity does not elsewhere exist. If evidence were wanting, among other and numerous instances, I would refer you to the flag at this moment waving over the heads of the representatives of the nation, and two others in sight, equally the flags of the government. While the law directs that the flag shall contain fifteen, that on the Hall of Congress, whence laws emanate, has but thirteen, and those at the navy yard and marine barracks have each at least eighteen stripes. Nor can I omit to mention the flag under which the last Congress sat during its first session, which, from some cause or other unknown to me, had but nine stripes. But even that flag, with all its defects, was entitled to much honor,

for it was not only *striped*, but, to use another British cant, it was "*ragged bunting*," and was the first flag hoisted on the Hall of Congress after the proverbial "*bulwark of religion*" had here, in this city, shown its anxious solicitude to promote the useful arts.

Sir, I consider the plan proposed as in unison with the original design; it points to the States as they commenced and as they now are, and will, with an inconsiderable addition, direct the mind to a future state of things. The necessary alteration, either now or hereafter, can be made by almost any person, at any place, and at any time; and the proposition, if adopted, will in future save the expense of legislating on the subject.

The committee who reported this bill deemed it advisable to direct that the stripes be horizontal; this is now the form in use, but it results from example, and not from the act, and would be equally conformable to law if the stripes were arranged in a perpendicular direction. There is indeed one exception in practice. Under the laws for the collection of imposts and tonnage, the Executive has directed that the cutters and boats employed in this service shall carry ensigns and pennants with perpendicular stripes and other marks of distinction; but this being alterable at the pleasure of the President, forms no objection to the proposition in the bill; and it is obviously proper to define the form in this particular, when it is considered that in this only has been the distinction between the flags of two different nations, and was recently the case as regarded those of France and Holland.

As to the particular disposition of the stars in the union of the flag, the committee were of opinion that it might be left at the discretion of persons more im-

mediately concerned, either to arrange them in the form of one great luminary, or in the words of the original resolution of 1777, "representing a new constellation."

Mr. Chairman, in viewing this subject there appears to be a happy coincidence of circumstances in having adopted the symbols in your flag, and a peculiar fitness of things in making the proposed alteration. In that part designed at a distance to characterize your country, and which ought, for the information of other nations, to appear conspicuous and remain permanent, you present the number of the stars that burst the bands of oppression and achieved your independence; while in the part intended for a nearer or home view, you see a representation of your happy union as it now exists, and space sufficient to embrace the symbols of those who may hereafter join under your banners.

Sir, could I be so fortunate as to escape the charge of mistaking fancy for fact, and be permitted, on this figurative subject, to draw a parallel, I should attempt to show that, in another point of view, there is a propriety and an aptness in having adopted and in now restoring the thirteen stripes. Sir, you have recently been at war with a powerful nation; that war from its declaration to its final termination, continued precisely three years. In that war, though your arms were generally victorious, yet in a more signal manner, in the first year, you beat the enemy on the ocean; in the second year, on the lakes; and in the third year, on the land. Thus, then, by triplication, indicated by the time *three years*, or by the fact of conquest over the *three* descriptions of force arrayed against you, and viewing your flag as of right composed of thirteen

stripes, you have but executed the authority vested in the Israelites of old in cases of controversy, and beaten the enemy with *forty stripes, save one*.

Sir, the proposition before you is predicated on the fact already stated, that your flag has been altered. Were it not so, I presume it would not now be changed; it is at present inapplicable to original or existing facts; let it now be made to refer to both. Where is the American who feels not a becoming pride and gratitude in retrospect of the days of the revolution, when the blood of our fathers profusely flowed to procure for us a rich inheritance? In their memory, and to their honor, let us restore substantially the flag under which they conquered, and at the same time engraft into its figure the after fruits of their toil.

Mr. Chairman, I hope this bill will pass, and wish it to pass with much unanimity; not only because I believe it will meet the public approbation, and be best calculated to give sufficient permanency to the form of your flag, but because there yet remains a few, and, indeed, but few, who first nerved their arm to raise this banner of freedom, and nobly defended it through carnage and blood, to victory and to peace. With hoary locks and tottering frame they have been preserved to see it acquire a renown which I trust will never fade; and have lived to witness in their sons that heroic spirit which assures them that their privations and their arduous struggle in defence of liberty have not been in vain.

Sir, I believe it is now the time to legislate on this subject; your flag now stands pre-eminently high in the estimation of other nations, and it is justly the pride of your own. And although, for a moment, your flag was veiled at Detroit, and left to droop at Cas-

tine; and although (if I may so express it) it was made to weep at Washington, it has not lost its lustre—it remains unsullied. No disgrace has attached to your “Star Spangled Banner.” It has been the signal of victory on the land, of successful valor on the lakes, and waved triumphantly on the ocean. And even on those who predicted that in “nine months the striped bunting would be swept from the ocean,” it possessed the wonderful charm, that before the nine months, “fir-built frigates” and “Yankee cock-boats” were magnified into “ships-of-the-line;” and his Majesty’s *faithful* officers, careful for the preservation of *British oak*, sought protection for their frigates under the convoy of seventy-four-gun ships.

Sir, this subject has for some time been before the public; it has been examined and approved by many gentlemen of rank and experience in the navy and army of the United States; it meets the approbation of the gentlemen at the head of these departments, and as far as I am informed that of the public generally; and I presume none will doubt the propriety of endeavoring to produce greater uniformity in the use of the flag, as well as to give it a more significant application than it now has.

But, sir, whatever be the fate of this bill, I hope the time is not distant when you will give to your flag its deserved honor, as the guardian of your citizens, when your hardy seamen shall no longer be doomed to the degradation to ask for, nor you to give them, *paper protection*; but when they shall point aloft to the flag of their country and say, “this is the protection of freemen; under this we desire peacefully to traverse the ocean and sail to every clime; but perish the arm that shall attempt to seize upon our persons; and wo to the

nation that shall dare to infringe our country's rights." And whenever called to the contest by the voice of their country, may they rally round the "Star Spangled Banner," and emphatically exclaim—

"High waving, unsullied, unstruck, proudly showeth,
What each friend, and each foe, and each neutral well knoweth;
That her path is ethereal, high she aspires,
Her stripes aloft streaming like boreal fires."
Joined with the stars, "They astonish, dismay, or delight,
As the foe, or the friend, may encounter the sight."

Mr. Chairman, I shall add no more. The subject is plain and well understood; and though not of a character to be classed with those of the highest national importance, is still proper to be acted on, and worthy the attention of representatives of a people whose flag will never be insulted for the want of protectors, and which I hope and believe will never be struck to an inferior or equal force.

Mr. Poindexter moved to amend the bill by reducing the number of stars to seven, the number of States added to the Union since the declaration of independence, leaving the stripes as the bill proposed; so that the stars might represent the number of new States, and the stripes answer to the number of the original thirteen States; which motion Mr. P. advocated by several arguments.

Mr. Smith, of Maryland, made a few remarks in opposition to this motion; to whom

Mr. Robertson, of Louisiana, replied, and supported the motion of Mr. Poindexter against the proposition contained in the bill.

Mr. Poindexter's motion was lost without a division, and the committee rose and reported the bill to the House without amendment.

Mr. P. then renewed his motion without success; when

Mr. Folzer moved to strike out the second section of the bill providing for the additional star for every new State, and to amend the first section by fixing the number of stars at thirteen instead of twenty.

This motion was negatived, and the bill was ordered to be engrossed for a third reading.

WEDNESDAY, *March 25*, 1818.—(See *Ibid.*, p. 1469.)

An engrossed bill to alter the flag of the United States was read the third time and passed.

Mr. Taylor, of New York, moved to amend the title of said bill by substituting the word "establish" in place of the word "alter;" which was adopted.

IN SENATE.

FRIDAY, *March 27*, 1818.—(Vide *Annals of Cong.*, vol. 1, p. 294, 15th Cong. 1st Sess.)

The bill entitled "An act to establish the flag of the United States," was read the second time and referred to the Committee on Naval Affairs.

MONDAY, *March 30*.—(See *Ibid.*, p. 296.)

Mr. Tait, from the Committee on Naval Affairs, to whom was referred the bill entitled "An act to establish the flag of the United States," reported the same without amendment.

TUESDAY, *March 31*.—(See *Ibid.*, p. 302.)

The Senate resumed, as in committee of the whole, the bill entitled "An act to establish the flag of the United States," and no amendment having been made

thereto, the President reported it to the House, and after a third reading, it passed by unanimous consent.

The following is the act:

AN ACT to establish the flag of the United States.

Be it enacted, &c., That from and after the fourth day of July next, the flag of the United States be thirteen horizontal stripes, alternate red and white; that the union be twenty stars, white, in a blue field.

SEC. 2. *And be it further enacted*, That on the admission of every new State into the Union, one star be added to the union of the flag; and that such addition shall take effect on the fourth day of July then next succeeding such admission.

APPROVED *April* 4, 1818.

Springhurst, Hunt's Point Road

Morrisania New York

June 1st 1875.

George W. Riggs Esq.

Washington D.C.

Dear Sir,

I beg to own receipt of
your favor of 27th Ult. Considering the painting simply
as a work of Art, perhaps the price named is high, but
paintings by Jarvis are now rare, and he was most
undoubtedly a first class artist. As I should
still prefer to have the portrait in the "Corcoran Gallery
of Art," I would be pleased to have the ideas of the
purchasing Committee of the Gallery, as to what they
think would be about a fair price for a first class
painting by Jarvis, canvass 36 in. by 50 in, done in his
best style, with the understanding, that any

time before my death, I am to have the privilege
of presenting the picture to the Gallery by returning
the purchase money.

Your obedient Servant

Wm Johnson Reed

"Springhurst," Hunt's Point Road

Morrisania N.Y. May 24 1875.

W. W. Corcoran Esq.,

Washington D.C.

Dear Sir,

I beg to acknowledge the receipt of your favor of 20th inst., in which you state, you have handed to Mr. Riggs of the committee having the matter of purchases in charge for the "Corcoran Gallery of Art," my previous letter touching the sale of the portrait of the late Captain Reid, usually known here as the "Armstrong" portrait, in contradistinction to a portrait also painted by Jarvis for my father, in plain or citizen's clothes; and as you also state that Mr. Riggs would like to be advised of the price of the picture, I have written that gentleman a letter on the subject, taking the liberty of herewith

enclosing the same to you, unsealed, for your perusal,
which please have forwarded to him, and oblige

Respectfully Yours

Obedient Servant

Wm Johnson Reid

604
"Springhurst," May 24th 1875.

Dear Sir,

Mr. W. W. Corcoran having informed me that he has handed to you a letter from me touching the sale of the portrait of the late Capt. Saml. Chester Reid of New York, who commanded the "General Armstrong" during her engagement with the English at Fayal, in 1814, I beg to wait upon you with the following remarks -

The picture was painted by Jarvis some fifty or sixty years ago & is the second one done by him, the other one representing the late Captain (my father) in citizens clothes. Having no sons of my own to have the portrait to, and not caring about its going into some other family, I have decided after mature reflection to dispose of it to some Art Gallery or Historical Society - The painting is 36 inches wide by 50 inches long, painted by the elder Jarvis, is a capital likeness and in most excellent order & condition, Mc Dermott having re-lined

As I expect to sail early next month for
London, and would like to settle this matter before
I leave, by letting me hear from you soon, you will
much oblige

Yours very respectfully,

Wm Johnson Reid
"Springhurst," Hunts' Point Road
Morrisania, N.Y.

To Mr. Riggs
of the purchasing Committee of
The Corcoran Gallery of Art.
Washington D.C.

and cleaned it for me some eight or ten years ago.

Now it strikes me that such a portrait of the "Hero of Fayal", the "Designer of the present Flag of this Country" and inventor of the first practical telegraph ever put up in this Country, which was set up between the N. Y. Merchants' Exchange and Sandy Hook, & which was in constant operation many years even after the "Morse" telegraph was invented, (the writer having had the gratification many times while a clerk with the late house of Spofford, Tilden & Co, to use the telegraph & its operators to communicate with the ships of said house), could have no fitter owner than the "Coreoran Gallery of Art," and I therefore offer it to you. The price will be to you \$1200., (a considerable less amount than the present cost of the painting), although I could readily obtain \$2000. for it, for a private gallery here, but that I object to. I forward to you by this mail two pamphlets which may be interesting to you as showing Capt Reid's record as regards "The Flag" and the "Genl Armstrong"

Walters W. J. (605)

Balt May 28/75

May 29/75-

Has recd the photographs
Will advise when the casts
are to be sent from Balt.

✓

Recd
May 29/75

Bath 28th May 75

Dr ~~Barbarian~~
bath

I recd
the photographs and
am much obliged -

The vessel with
Cock has just yet began
to dis charge - she
has an assorted Indian
cargos on board - will
advise you as per request
a day in advance
Yours truly

W. J. Walters

Simsbury Mrs. C. J. (606)

May 31. 1875-

May 31/
June 3/75-

Enclosing a Catalogue,
Notes on the principal pictures
in the Royal Academy.

Rec'd & Ans. June 3/75

May 21st 1875,

Mr. Macleod

Dear Sir,

Accompanying please find the Catalogue you expressed a wish to see again, and beg that you will forgive the delay, which was unavoidable.

My brother, Howard Helmick has two pictures in the R. A. Exhibition this Spring, and all accounts are very favorable.

Any notices of his pictures that may appear, I shall take a pride in sending you.

Very respectfully

Mrs. C. T. Limeburner

925 9th St. N. W.

Washington

Maury Wm A.

(607)

Richmond May ²⁵/₇₅

Ans^d June 4/74.

Portrait of John
Randolph of Roanoke
by Harding. for sale
price \$500

Purchased

declined

June 12/75

GOCCORAN GALLERY OF ART,

WASHINGTON, D. C.

Ans. June 4, 1875

Richmond 25th May
1875.

My dear Sir:

There is an original portrait of John Randolph of Roanoke, by Harding or Harden, for sale in this City, which, I think, ought to decorate the Walls of the Corcoran Art Gallery, inasmuch as the scarcity of money down here makes it extremely un-

probably the picture will find
a purchaser in this State.

The picture is mentioned as
a work of art, excellent I
, who am no judge, think, &
excellent in the opinions of
others who are judges; and
my friend Mr. Thomas J. Giles,
a son of the late Governor
Jm B. Giles, and now a very
old man, assures me that
the likeness is excellent, Mr.
Giles frequently saw Mr.
Randolph and has a
distinct recollection of him.

fectly authentic and reliable.
The Size of the picture is the
usual size of portraits -

Mr. Banksdale would not
sell the picture but in a
pecuniary stress, and the
price he asks for it is \$500.

Show this letter to Mr. Cressan.

I am sure the portrait of no
public man of this Country
would give more attraction
to the ~~Low~~ Art Gallery than a
good portrait of John Randolph
about whom people will always
be curious. I can send you
a more particular account of the
picture if you desire it.

Truly Yours

Wm A. Maury

The picture is the property of Mr Robert Barksdale of Amelia County and was painted for his father, Mr W. J. Barksdale of Clay Hill, who was an intimate friend of Mr Randolph's.

The picture is ^{in this city} ~~now~~ at the residence of Colonel Arthur Anderson, a son of General Joseph R. Anderson. The high character and social position of the parties in whose hands this picture has always been, make the history they give of it per-

Culbertson Eliza (608)

Richmond

Wayne Co. Ind:

June 3. 1875

June 7/75

With regard to the
purchase of a picture
mentioned in a former
letter.

Purchase declined

June 12/75

GOUGHAN GALLERY OF ART,

WASHINGTON, D. C.

Richmond
Wayne County
Indiana

A. Hyde Esq
Dear Sir.

Your letter
of 2nd inst, is at hand &
I thank you very much
for the suggestion & wish
you would hand my letter
to the Trustees. if you
think it will avail anything.
The picture I am sure has
all the merits I claim for it,
& the purchase of it will be of
great service to the owner.

that I shall feel myself indebted
to you, & if I can render
you a service at anytime
I shall be gratified to do so.
Mr. Concoran is a

Philanthropist & I did not
hesitate to state the circum-
stances of the case to Lewis
knowing his consideration
for Humanity. I trust his
Agent you must be a man
of considerable importance
I have confidence that
you will do the best you can
to promote the object desired
I sent references in a
former letter.

Our Gov. J. A. Hendrick
is in the North & may
meet Mr. Corcoran.
He was one I referred to.

Yours Respectfully.
Wm. C. Herbert

May June 3rd 1875.

Ms. Eliza Culbertson

May 19th 1895

205
Sent Copy
letter of 12.5
May 29. 75

608

Richmond

Wayne County

Indiana

George H. W. Concoran.

Dear Sir

I wrote you
some weeks since, regarding
a picture, (a fine oil painting
by Wilson, an old English
Master) which I hoped
you would purchase, for
the benefit of a Lady whose
property it is.

I am sure the
application never reached you
or you would have replied
to it.

I trust this will be more
fortunate and that you
will allow me to send the
picture to you for inspection
and approval.

It would be an ornament
to the Art Gallery which you
have so generously given the
City of Washington.

Thank you for your wealth
and inclination to do good.
it would appear to be a posi-
tion to apply to you.

Should you decide in favor of
purchasing. I assure you the
Art will be appreciated, and Dr.
Hepner attend you, for the
great good you will have done
a fellow creature.

I take all responsibilities
I will pay Express charges if
on seeing the picture you don't
approve.

So please drop me a
line for my charge whose
need are pressing so I'm
anxious that you come

Willing to obtain a better answer for
absolutely at the present time the Art work
I need a well bred & educated Gentle-
man. Circumstances under which we have
no other alternatives but to ask strange
positions.

Because the Liberty Bells in other
to you & satisfy yourself of my wealth & sincerity
Yours Respectfully
Mrs Dr. Hepner

May 19th/5

Perkins Cha^s C.

(609)

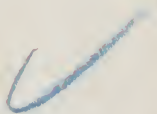
Museum of Fine Arts.

Boston. Mass:

June 4. 1875.

June 7. 1875.

Ack^d rec^d of Photographs.



Recd June 3/75



9 Walnut St.
June 4. 1855.

Wm. Mackay Esq
Dear Sir,

I desire in
behalf of the Trustees of
the Boston Museum of Fine
Arts, to express their
indebtedness to the Trustees
of the Everett Gallery of
Art for the second set
of photographs for pictures
in the Gallery which
you have furnished to the
Museum.

Your letter was received
yesterday, or it would
have been more speedily
acknowledged.

Yrs very truly
Charles C. Perkins

Stark Joshua

(610)

Wisconsin Art. Association,
Milwaukee Wis:

May 31, 1875

June 3/75,

ack'g recpt of Photographs.

✓

Rec'd June 3/75

The Wisconsin Art Association.

TRUSTEES:

Hon. Geo. W. Allen, Hon. John L. Mitchell, H. Vianden,
J. R. Stuart, H. Gugler, John Murr,
A. Meinecke, V. Pres., Louis Kurz, Wm. Frankfurth, R. S.
Joshua Stark, Pres't. Rob. B. Ebert, Treas. E. T. Mix, Cor. Sec'y.

ADVISORY COMMITTEE:

Mrs Alex. Mitchell, Mrs. Amy R. Boos, James McAllister, G. C. Trumpf, John Conway,
" R. G. Frackelton, " G. P. Hewitt, W. H. Sheiman, H. C. Koch, J. H. Harding,
" Math. Fr. Anncke, " Kellogg Sexton, L. Doering, C. Hall, R. Nunnemacher.
Wm. H. Metcalf, John Nazro, Guido Pfister,

Milwaukee, May 31 1875

Mr Wm MacLeod,

Curator of Corcoran Art Gallery

Dear Sir,

Your letter to the
Vianden Esq of this City advising of the donation by
the Trustees of the Corcoran Gallery of Art to the
Art Association organized in this City, of a set
of photographs of its Chief Art-objects, views
of its exterior and its various Galleries, and a
photographs of its founded, was duly rec'd,
and we have also rec'd the photographs referred to.

In making this acknowledgment in behalf
of our Association, I am instructed to express
the special obligation we feel for this early recogni-
tion of the efforts that are making to establish
a gallery of Art here that shall be permanent.

The gift is most acceptable for the excellence
beauty of the photographs, and of the art objects
they represent, but doubly so for the encourage-
ment it has given us, cherishing the hope that
we may at some time be able to reciprocate your
kindness, I remain, in behalf of the Wisconsin
Art Association, of Milwaukee, Yours Respectfully, Joshua Stark
President

Purdy. Same

(6/10 $\frac{1}{2}$)

San Francisco Art. Assn.

May 19. 1875.

May 26/75.

Ack 9 recpts of Photo =
=graphs



San Francisco Art Association.

Rooms, 313 Pine Street.

San Francisco, May 19th 1875

Mr. MacLeod Esq
 Curator
 Coeoran Gallery of Art
 New York

I am requested by the Board of Directors of the San Francisco Art Assⁿ, to acknowledge the receipt of a set of Photographs, of recent paintings, of the Coeoran Gallery of Art; and to thank you for the valuable gift, particularly, for the 'Photos' of the Founder and Donor of the Gallery.

I have the honor to be

Yours most truly

Samuel Rindley

Recy on